

Appendix A

Correspondence



A. CORRESPONDENCE

This appendix contains the project lead agency correspondence with agencies and tribes related to project initiation, Section 106 consultation, Section 4(f) evaluation, and ESA Section 7 consultation. Copies of the referenced correspondence are on the Final EIS CD and the project website: <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Agency and Tribal Coordination

Project Re-Initiation

March 22, 2010 – FTA and WSDOT sent participating and cooperating agency confirmation letters to agencies and tribes. Because of the time that passed since the EIS was started in 2006, the lead agencies wanted to confirm which agencies were still interested in participating in the project. The following agencies and tribes received confirmation letters:

City of Edmonds	Snohomish County
City of Everett	Snoqualmie Tribe
City of Mukilteo	Sound Transit
Community Transit	Stillaguamish Tribe of Indians
Everett Transit	Suquamish Tribe
Federal Highway Administration	Swinomish Indian Tribal Community
Island County	Tulalip Tribes
Island Transit	Upper Skagit Tribe
Lummi Nation	U.S. Air Force
National Oceanic and Atmospheric Administration	U.S. Army Corps of Engineers
National Park Service	U.S. Department of Housing and Urban Development
Nooksack Tribe	U.S. Environmental Protection Agency
Port of Everett	U.S. Fish and Wildlife Service
Puget Sound Clean Air Agency	Washington State Department of Archaeology and Historic Preservation
Puget Sound Partnership	Washington State Department of Ecology
Puget Sound Regional Council	Washington State Department of Fish and Wildlife
Samish Indian Nation	Washington State Department of Natural Resources
Sauk-Suiattle Indian Tribe	

FTA and WSDOT received responses to the agency status confirmation letters from the following agencies and tribes (date of response also indicated):

City of Everett – March 29, 2010	Sound Transit – April 9, 2010
City of Mukilteo – March 29, 2010	Stillaguamish Tribe of Indians – December 15, 2010
Community Transit – April 19, 2010	Tulalip Tribes – November 19, 2010
Federal Highway Administration – April 30, 2010	U.S. Coast Guard – April 26, 2010
Island County – March 24, 2010	U.S. Environmental Protection Agency – March 24, 2010
National Park Service – April 1, 2010	U.S. Fish and Wildlife Service – March 29, 2010
Port of Everett – April 13, 2010	Washington Department of Fish and Wildlife – April 19, 2010
Puget Sound Regional Council – April 19, 2010	Washington State Department of Archaeology and Historic Preservation – April 1, 2010
Samish Indian Nation – May 12, 2010	Washington State Department of Ecology – November 19, 2010
Snohomish County – April 22, 2010	

Scoping

August 30, 2010 – FTA and WSDOT sent letters inviting tribes to participate in an Agency and Tribal Scoping Meeting on September 29, 2010. The following tribes received letters:

Duwamish Tribe	Snoqualmie Nation
Lummi Nation	Stillaguamish Tribe of Indians
Muckleshoot Indian Tribe	Suquamish Tribe
Nooksack Indian Tribe	Swinomish Indian Tribal Community
Samish Indian Nation	Tulalip Tribes
Sauk-Suiattle Indian Tribe	Upper Skagit Tribe
Snohomish Tribe of Indians	

Section 106 Consultation

The following summarizes the project's coordination with tribes and the Washington State Department of Archaeology and Historic Preservation (DAHP) related to Section 106.

December 11, 2003 – FTA letter to DAHP describing the project and the area of potential effects.

December 16, 2003 – Letter from DAHP concurring with the definition of the area of potential effects, Log # 121603-01-FTA.

Undated –FTA letter to DAHP containing an updated project description and information about the APE.

January 3, 2006 – Letter from DAHP requesting additional information for modeling review, Log # 022305-22-FTA.

April 3, 2006 – Letter from Suquamish Tribe re: review of “Draft Cultural Resources Assessment Discipline Report”

February 6, 2007 – Letter from DAHP requesting additional information for review, Log # 022305-22-FTA.

March 28, 2007 – Letter from Tulalip Tribes containing comments on “Draft Report on Heritage Investigations at the Mukilteo Ferry Terminal Site”.

April 9, 2007 – Letter from Lummi Nation containing comments on “Draft Results of Additional Heritage Resources Investigations at the Mukilteo Multimodal Ferry Terminal Project Site (dated Dec. 14, 2006)”.

February 2, 2009 – Letter from DAHP commenting on the Additional Heritage Resources Investigations at the Mukilteo Multimodal Ferry Terminal Project Site, Log # 022305-22-FTA.

February 19, 2010 – Letter from Tulalip Tribes in response to Feb. 10, 2010 meeting, outlining the tribe’s interest in the project area (Point Elliott Treaty and shell midden) and concerns about impacts to tribal fisheries.

March 12, 2010 – FTA letter to Tulalip Tribes in response to tribe’s Feb. 19, 2010 letter.

August 26, 2010 – FTA and WSDOT letter to Muckleshoot Indian Tribe requesting Section 106 consultation and inviting the tribe to be a cooperating agency.

August 26, 2010 – FTA and WSDOT letter to Tulalip Tribes requesting a meeting for Section 106 consultation.

November 19, 2010 – Letter from Tulalip Tribes containing scoping comments.

January 27, 2011 – Letter from DAHP eligibility determination for archaeological sites associated with the Mukilteo Tank Farm, Log # 022305-22-FTA.

August 3, 2011 – FTA and WSDOT letter to tribes requesting comment on the Cultural Resources Discipline Report. The following tribes received letters:

Lummi Nation	Stillaguamish Tribe of Indians
Muckleshoot Indian Tribe	Suquamish Tribe
Samish Indian Nation	Swinomish Indian Tribal Community
Sauk-Suiattle Indian Tribe	Tulalip Tribes
Snoqualmie Nation	Upper Skagit Tribe

August 11, 2011 – FTA letter to DAHP requesting concurrence with cultural resources determinations of eligibility. Cultural Resources Discipline Report was included for review, Log # 121603-01-FTA.

August 30, 2011 – FTA letter to DAHP requesting concurrence with cultural resources determinations of eligibility. Cultural Resources Discipline Report was included for review, Log # 121603-01-FTA.

September 14, 2011 – Letter from DAHP containing Cultural Resources Discipline Report review comments and concurrence on determinations of eligibility, Log # 040110-29-FTA.

November 21, 2011 – FTA letter to DAHP, Request for Concurrence DAHP Log # 121603-01-FTA. Included Historic Property Inventory reports.

December 19, 2011 – Letter from DAHP letter regarding the determination of properties not eligible for the National Register of Historic Places, Log # 040110-29-FTA.

June 4, 2012 – FTA letter to DAHP, Determination of Adverse Effect and Request for Concurrence DAHP Log # 040110-29-FTA.

June 4, 2012 – FTA letter inviting DAHP and Advisory Council on History (ACHP) to participate in the Section 106 of the to develop the MOA.

June 12, 2012 – FTA letter to tribes inviting the tribe to participate as a consulting party under Section 106 of the National Historic Preservation Act to resolve adverse effects on historic and cultural resources. The following tribes received letters:

Lummi Nation	Stillaguamish Tribe of Indians
Muckleshoot Indian Tribe	Suquamish Tribe
Samish Indian Nation	Swinomish Indian Tribal Community
Sauk-Suiattle Indian Tribe	Tulalip Tribes
Snoqualmie Nation	Upper Skagit Tribe

June 13, 2012 – Letter from DAHP accepting invitation to further consultation and development of the MOA, Log # 040110-29-FTA.

June 14, 2012 – FTA letter to ACHP, supplement to the June 4, 2012 letter.

Section 4(f) Evaluation

September 21, 2011 – Letter from City of Everett, Planning and Community Development, containing concerns about the Elliot Point 1 Alternative.

October 19, 2011 – WSDOT letter to City of Everett responding to City’s concerns about the Elliot Point 1 Alternative.

February 13, 2013 – Letter from the City of Mukilteo regarding agreement on replacement of the fishing pier and day moorage related to the relocation of the Mukilteo Ferry Terminal as proposed with the Preferred Alternative.

March 15, 2013 – Letter from the Port of Everett to Washington State Ferries regarding agreement on replacement of fishing pier and day moorage relocation of Mukilteo Ferry Terminal with the Preferred Alternative.

March 29, 2013 – FTA letter to the U.S. Department of Interior regarding Section 4(f) review of the Mukilteo Multimodal Project, Mukilteo, WA.

ESA Section 7 Consultation

October 26, 2012 FTA letter to the National Marine Fisheries Service regarding ESA formal consultation and Biological Assessment.

October 26, 2012 FTA letter to U.S. Fish and Wildlife Service regarding ESA formal consultation and Biological Assessment.

December 19, 2012, U.S. Fish and Wildlife Service Letter to FTA, concurring with determination of effect for bull trout.

AGENCY STATUS



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

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**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

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www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

City of Edmonds
Economic Development Department
ATTN: Mr. Stephen Clifton, Acting Director
121 5th Ave. N
Edmonds, WA 98020

**Re: Mukilteo Multimodal Project
Request for Cooperating Agency Status**

Dear Mr. Clifton:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. A reinitiation meeting was held on February 10. Enclosed is a copy of the presentation and the meeting summary.

Because the range of potential alternatives has expanded, we request that your agency act as a Cooperating Agency for this project. If the City of Edmonds will not act as a Cooperating Agency, we request your involvement as a Participating Agency.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation,

transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future)
- A terminal building with future potential for an overhead pedestrian bridge
- A new transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area
- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza
- An access road with a ferry access lane and transit and carpool bypass
- A pedestrian waterfront promenade for public access to the water
- Parking facilities

Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

Cooperating Agency Role

Your participation as a Cooperating Agency is invited because you have special expertise or permitting authority for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your agency's involvement would entail those areas under its jurisdiction or special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your agency for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to become a Cooperating Agency, we will take the following actions to maximize interagency cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

- Provide adequate information for your agency to discharge their NEPA and SEPA responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances

More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. We would appreciate your review and comment on this document.

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation, and the responsibilities of your agency under federal and state laws and regulations.

If your agency elects to participate in the project as a Cooperating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

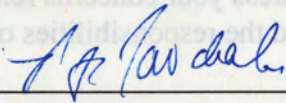
- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS. Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. The reply sheet mentioned above, and attached, will meet this requirement.

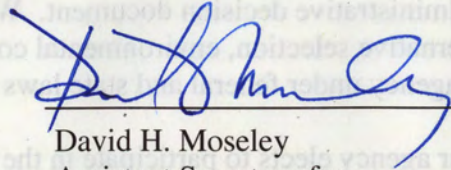
If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you again for your interest in and assistance with this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Robert Chave, City of Edmonds
Project File

Enclosures: Proposed Milestone Schedule
Reinitiation Meeting Presentation
Reinitiation Meeting Summary
Updated Coordination Plan
Reply sheet
Pre-addressed envelope



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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

City of Everett
Planning & Community Development
ATTN: Mr. Dave Tyler
2930 Wetmore Avenue, Suite 800
Everett, WA 98201-4044

**Re: Mukilteo Multimodal Project
Request for Cooperating Agency Status**

Dear Mr. Tyler:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

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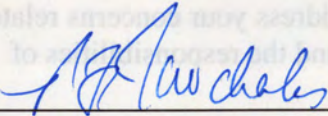
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- Energy
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- Social and Economic Resources

Under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS. Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. The attached reply sheet will meet this requirement.

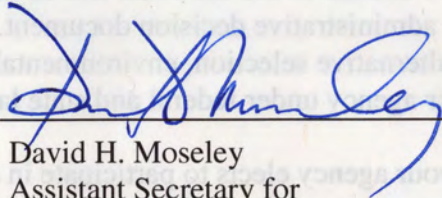
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R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

City of Mukilteo
Planning & Community Development
ATTN: Ms. Heather McCartney, Director
11930 Cyrus Way
Mukilteo, WA 98275

**Re: Mukilteo Multimodal Project
Request for Confirmation of Cooperating Agency Status**

Dear Ms. McCartney:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Because of the time that has passed since the EIS was started in 2006, we would like to confirm that your agency will continue to act as a **Cooperating Agency** for this project.

Project Description

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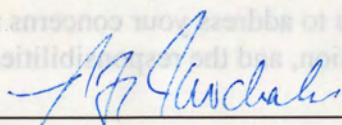
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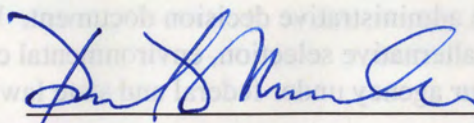
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WSDOT Ferries Division (WSF)
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Community Transit
ATTN: Mr. Scott Ritterbush, Senior Transportation Planner
7100 Hardeson Road
Everett, WA 98203

**Re: Mukilteo Multimodal Project
Request for Confirmation of Cooperating Agency Status**

Dear Mr. Ritterbush:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate Community Transit's attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

We request that Community Transit act as a **Cooperating Agency** for this project. If Community Transit will not act as a Cooperating Agency, we request your involvement as a Participating Agency.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation,

transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future)
- A terminal building with future potential for an overhead pedestrian bridge
- A new transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area
- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza
- An access road with a ferry access lane and transit and carpool bypass
- A pedestrian waterfront promenade for public access to the water
- Parking facilities

Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

Cooperating Agency Role

Your participation as a Cooperating Agency is invited because you have special expertise on this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your agency's involvement would entail those areas under its jurisdiction or special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your agency for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to become a Cooperating Agency, we will take the following actions to maximize interagency cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

- Provide adequate information for your agency to discharge their NEPA and SEPA responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances

More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. We would appreciate your review and comment on this document.

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation, and the responsibilities of your agency under federal and state laws and regulations.

If your agency elects to participate in the project as a Cooperating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

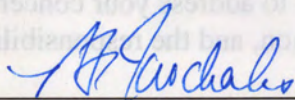
- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS. Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. The attached reply sheet will meet this requirement.

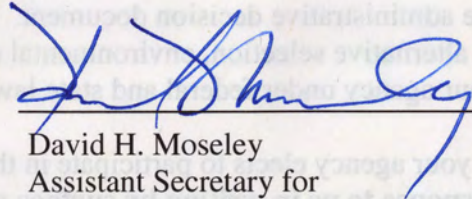
If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you again for your interest in and assistance with this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

Enclosures: Proposed Milestone Schedule
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Everett Transit
ATTN: Mr. George Baxter, Transportation Services Manager
3201 Smith Avenue
Everett, WA 98201

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Mr. Baxter:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

Because of the time that has passed since the EIS was started in 2006, we would like to confirm that your **agency will continue to act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. A reply sheet and a pre-addressed envelope are enclosed to ease your reply.

Please forward **your response to us in writing by surface mail by April 26, 2010**. If your agency will be a Participating Agency, we also request that you use the enclosed reply sheet to indicate which documents from the list below you would be interested in reviewing.

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- Geology and Soils
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Project Description

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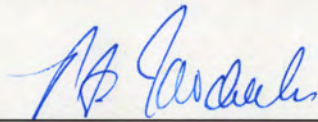
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WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

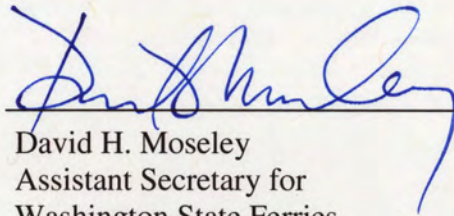
Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Federal Highway Administration
ATTN: Mr. Daniel Mathis, Division Administrator
711 South Capitol Way, Suite 501
Olympia, WA 98501

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Mr. Mathis:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate that Sharon Love from your staff was able to attend the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

Because of the time that has passed since the EIS was started in 2006, we would like to confirm that **your agency will continue to act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. A reply sheet and a pre-addressed envelope are enclosed to ease your reply.

Please forward **your response to us in writing by surface mail by April 26, 2010**. If your agency will be a Participating Agency, we also request that you use the enclosed reply sheet to indicate which documents from the list below you would be interested in reviewing.

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- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

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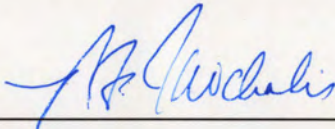
Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

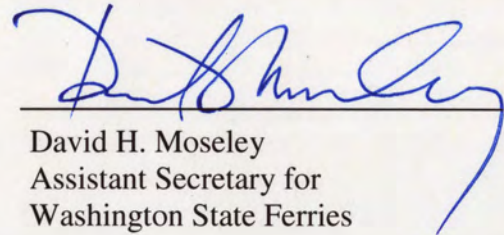
Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Sharon Love, FHWA
Project File

Enclosures: Proposed Milestone Schedule
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Island County, Planning & Community Development
ATTN: Mr. Robert Pederson
P.O. Box 5000
Coupeville, WA 98239-5000

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Mr. Pederson:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

We request that **your agency act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

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Project Description

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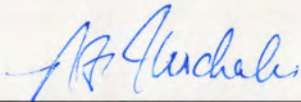
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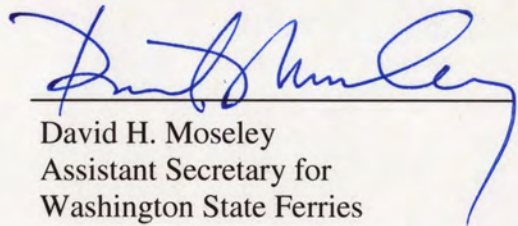
Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Island Transit
ATTN: Ms. Martha Rose, Executive Director
P.O. Box 1735
Coupeville, WA 98239

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Ms. Rose:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We're sorry your agency was not able to attend the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

We request **that your agency act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

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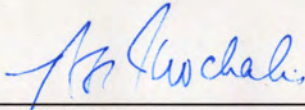
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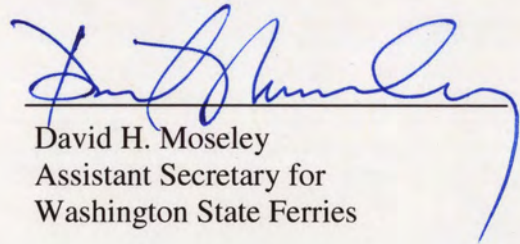
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Sincerely,



R.F. Krochalis
Regional Administrator
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David H. Moseley
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

The Honorable Henry Cagey, Jr., Chair
Lummi Nation
2616 Kwina Road
Bellingham, WA 98226

**Re: Mukilteo Multimodal Project
Request for Confirmation of NEPA Cooperating or Participating Agency Status**

Dear Chairman Cagey:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We are sorry a representative of the Lummi Nation was not able to attend the reinitiation meeting on February 10th. Enclosed is a copy of the presentation and the meeting summary.

Government-to-Government Consultation

The FTA and WSF initiated consultation for this project with the Lummi Nation on July 25, 2003. As it has been some time since our last government-to-government consultation meeting, we would like to resume such consultation with you for this project. If your schedule permits, we hope that we can schedule a meeting with you for a date in April or May 2010. Phillip Narte, WSF Tribal Liaison, will be contacting you to schedule this meeting.

We have attached an updated Tribal Consultation Plan for your review and consideration. Please review and comment on this document. The project team has also developed an Updated

Coordination Plan that describes the agency and public involvement activities for the project. You may also review and comment on it. We will send a copy to you at your request.

NEPA Role

In 2006, we invited the Lummi Nation to act as a Participating Agency in the development of the EIS for the Project (pursuant to Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). With this letter, we invite your tribe to consider becoming a Cooperating Agency. This designation does not imply that the tribe supports the project.

Your participation as a Cooperating Agency is invited because you have special expertise for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your tribe's involvement would entail those areas under its special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your tribe for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize intergovernmental cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation.

Under SAFETEA-LU, should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS.

If you accept this invitation to be a Participating Agency, your tribe will be able to:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and then methodologies and the level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.

3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Declining our invitation to be a participating agency does not diminish the tribe's right to meaningful government-to-government consultation.

If your tribe elects to participate in the project as a Cooperating Agency or Participating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** If your tribe does not wish to be involved in this project, per SAFETEA-LU requirements **you will need to indicate this in writing.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents (in addition to the EIS) your tribe would be interested in reviewing.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future)
- A terminal building with future potential for an overhead pedestrian bridge
- A new transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area
- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza
- An access road with a ferry access lane, and transit and carpool bypass
- A pedestrian waterfront promenade for public access to the water
- Parking facilities

Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF currently plans to start construction in 2015 and complete the project in 2019. See the proposed project milestone schedule enclosed with this letter for more information about the project schedule.

Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke

of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Proposed Milestone Schedule
 Reinitiation Meeting Presentation
 Reinitiation Meeting Summary
 Tribal Consultation Plan
 Reply sheet
 Pre-addressed envelope

cc: Lena Tso, THPO, Lummi Nation, w/attachments
 Kelly Easter, Cultural Resources, Lummi Nation, w/attachments
 Merle Jefferson, Lummi Nation, w/attachments
 Eldon Hillaire, Lummi Nation, w/attachments
 Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
 Megan Cotton, WSDOT Tribal Liaison, w/o attachments
 Project File



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**Washington State
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www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

National Oceanic and Atmospheric Administration
National Marine Fisheries Service
ATTN: Mr. Steve Landino
510 Desmond Drive SE, Suite 103
Lacey, WA 98503

**Re: Mukilteo Multimodal Project
Request for Confirmation of Cooperating Agency Status**

Dear Mr. Steve Landino:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We're sorry your agency was not able to attend the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Because of the time that has passed since the EIS was started in 2006, we are confirming status for participating and cooperating agencies. Our records indicate that the National Marine Fisheries Service is currently a Participating Agency for the project. We invite you to consider becoming a Cooperating Agency based on your agency's expertise with aquatic species, and in anticipation of consultation under the Endangered Species Act (ESA).

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal

would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

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- A pedestrian waterfront promenade for public access to the water
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WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

Cooperating Agency Role

Your participation as a Cooperating Agency is invited because you have special expertise on this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your agency's involvement would entail those areas under its jurisdiction or special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your agency for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize interagency cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

- Provide adequate information for your agency to discharge their NEPA and SEPA responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances

More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. We would appreciate your review and comment on this document.

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation overall for the project. In addition to NEPA coordination with your agency, we will also be initiating consultation under ESA when more is known about the project alternatives.

If your agency elects to participate in the NEPA process for this project as a Cooperating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

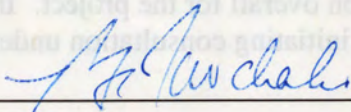
- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS. Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. The attached reply sheet will meet this requirement.

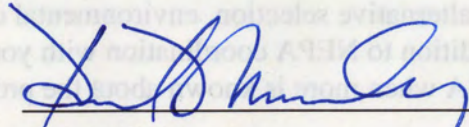
If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you again for your interest in and assistance with this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Mike Grady, NOAA Fisheries Service
Project File

Enclosures: Proposed Milestone Schedule
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**Washington State
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Paula J. Hammond, P.E.
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206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

National Park Service
Pacific West Region
ATTN: Mr. Rory D. Westberg, Acting Regional Director
909 First Avenue, 5th Floor
Seattle, WA 98104-1060

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Mr. Westberg:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your agency's attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

We request that **your agency act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. A reply sheet and a pre-addressed envelope are enclosed to ease your reply.

Please forward **your response to us in writing by surface mail by April 26, 2010**. If your agency will be a Participating Agency, we also request that you use the enclosed reply sheet to indicate which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future);
- A terminal building with future potential for an overhead pedestrian bridge;
- A new transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area;
- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza;
- An access road with a ferry access lane and transit and carpool bypass;
- A pedestrian waterfront promenade for public access to the water; and
- Parking facilities

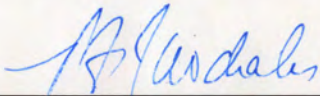
Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

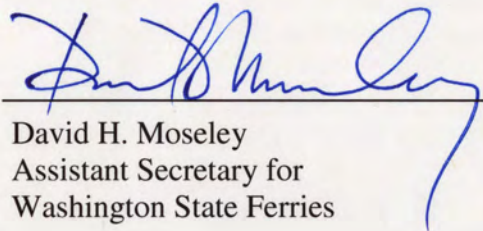
Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Kelly Powell, NPS
Project File

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

The Honorable Narcisco Cunanan, Chair
Nooksack Tribe
P.O. Box 157
Deming, WA 98244

**Re: Mukilteo Multimodal Project
Request for Confirmation of NEPA Cooperating or Participating Agency Status**

Dear Chairman Cunanan:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We are sorry a representative of the Nooksack Tribe was not able to attend the reinitiation meeting on February 10th. Enclosed is a copy of the presentation and the meeting summary.

Government-to-Government Consultation

The FTA and WSF initiated consultation for this project with the Nooksack Tribe on July 25, 2003. As it has been some time since our last government-to-government consultation meeting, we would like to resume such consultation with you for this project. If your schedule permits, we hope that we can schedule a meeting with you for a date in April or May 2010. Phillip Narte, WSF Tribal Liaison, will be contacting you to schedule this meeting.

We have attached an updated Tribal Consultation Plan for your review and consideration. Please review and comment on this document. The project team has also developed an Updated

Coordination Plan that describes the agency and public involvement activities for the project. You may also review and comment on it. We will send a copy to you at your request.

NEPA Role

In 2006, we invited the Nooksack Tribe to act as a Participating Agency in the development of the EIS for the Project (pursuant to Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). With this letter, we invite your tribe to consider becoming a Cooperating Agency. This designation does not imply that the tribe supports the project.

Your participation as a Cooperating Agency is invited because you have special expertise for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your tribe's involvement would entail those areas under its special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your tribe for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize intergovernmental cooperation:

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If you accept this invitation to be a Participating Agency, your tribe will be able to:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and then methodologies and the level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.

3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Declining our invitation to be a participating agency does not diminish the tribe's right to meaningful government-to-government consultation.

If your tribe elects to participate in the project as a Cooperating Agency or Participating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** If your tribe does not wish to be involved in this project, per SAFETEA-LU requirements **you will need to indicate this in writing.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents (in addition to the EIS) your tribe would be interested in reviewing.

Project Description

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R.F. Krochalis
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David H. Moseley
Assistant Secretary for
Washington State Ferries

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cc: George Swanaset, Jr., Nooksack Tribe, Cultural Resources, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Port of Everett

ATTN: Mr. John Klekotka, Chief of Engineering & Planning

P.O. Box 538

Everett, WA 98206

**Re: Mukilteo Multimodal Project
Request for Confirmation of Cooperating Agency Status**

Dear Mr. Klekotka:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

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WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

Cooperating Agency Role

Your participation as a Cooperating Agency is invited because you have special expertise or permitting authority for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your agency's involvement would entail those areas under its jurisdiction or special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your agency for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize interagency cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

- Provide adequate information for your agency to discharge their NEPA and SEPA responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances

More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. We would appreciate your review and comment on this document.

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation, and the responsibilities of your agency under federal and state laws and regulations.

If your agency elects to participate in the project as a Cooperating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

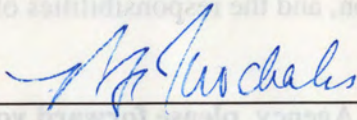
- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS. Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. The attached reply sheet will meet this requirement.

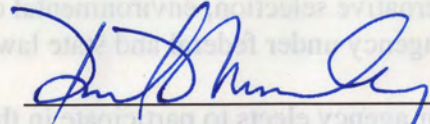
If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you again for your interest in and assistance with this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Jerry Heller, Port of Everett
Project File

Enclosures: Proposed Milestone Schedule
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TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Puget Sound Clean Air Agency
ATTN: Mr. Paul Carr
1904 Third Avenue, Suite 105
Seattle, WA 98101

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Mr. Carr:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We're sorry your agency was not able to attend the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

We request that **your agency act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. A reply sheet and a pre-addressed envelope are enclosed to ease your reply.

Please forward **your response to us in writing by surface mail by April 26, 2010**. If your agency will be a Participating Agency, we also request that you use the enclosed reply sheet to indicate which documents from the list below you would be interested in reviewing.

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Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

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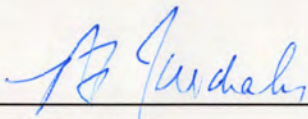
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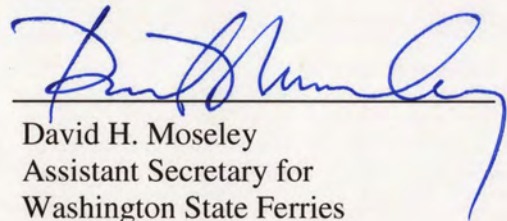
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Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Puget Sound Partnership
ATTN: Ms. Morgan Schneider
P.O. Box 40900
Olympia, WA 98504-0900

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Ms. Schneider:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We're sorry your agency was not able to attend the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

We request that **your agency act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. A reply sheet and a pre-addressed envelope are enclosed to ease your reply.

Please forward **your response to us in writing by surface mail by April 26, 2010**. If your agency will be a Participating Agency, we also request that you use the enclosed reply sheet to indicate which documents from the list below you would be interested in reviewing.

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Project Description

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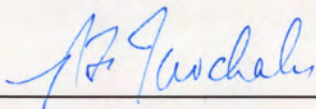
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WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

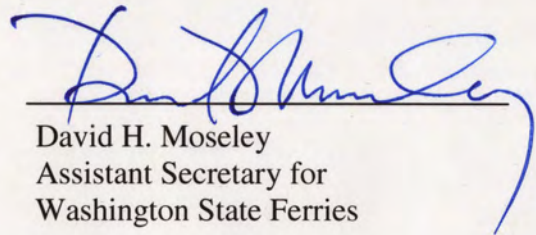
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Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Puget Sound Regional Council
Government Relations & Communications
ATTN: Mr. Rick Olson, Director
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

**Re: Mukilteo Multimodal Project
Request for Participating Agency Status**

Dear Mr. Olson:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. An agency reinitiation meeting was held on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

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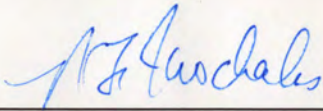
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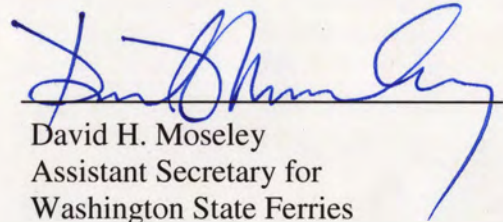
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Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File, WSDOT

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

The Honorable Tom Wooten, Chair
Samish Indian Nation
P.O. Box 217
Anacortes, WA 98221

**Re: Mukilteo Multimodal Project
Request for Confirmation of NEPA Cooperating or Participating Agency Status**

Dear Chairman Wooten:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10th. Enclosed is a copy of the presentation and the meeting summary.

Government-to-Government Consultation

The FTA and WSF initiated consultation for this project with the Samish Indian Nation on July 25, 2003. As it has been some time since our last government-to-government consultation meeting, we would like to resume such consultation with you for this project. If your schedule permits, we hope that we can schedule a meeting with you for a date in April or May 2010. Phillip Narte, WSF Tribal Liaison, will be contacting you to schedule this meeting.

We have attached an updated Tribal Consultation Plan for your review and consideration. Please review and comment on this document. The project team has also developed an Updated Coordination Plan that describes the agency and public involvement activities for the project. You may also review and comment on it. We will send a copy to you at your request.

NEPA Role

In 2006, we invited the Samish Indian Nation to act as a Participating Agency in the development of the EIS for the Project (pursuant to Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). With this letter, we invite your tribe to consider becoming a Cooperating Agency. This designation does not imply that the tribe supports the project.

Your participation as a Cooperating Agency is invited because you have special expertise for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your tribe's involvement would entail those areas under its special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your tribe for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize intergovernmental cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
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- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation.

Under SAFETEA-LU, should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS.

If you accept this invitation to be a Participating Agency, your tribe will be able to:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and then methodologies and the level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Declining our invitation to be a participating agency does not diminish the tribe's right to meaningful government-to-government consultation.

If your tribe elects to participate in the project as a Cooperating Agency or Participating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** If your tribe does not wish to be involved in this project, per SAFETEA-LU requirements **you will need to indicate this in writing.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents (in addition to the EIS) your tribe would be interested in reviewing.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

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WSF currently plans to start construction in 2015 and complete the project in 2019. See the proposed project milestone schedule enclosed with this letter for more information about the project schedule.

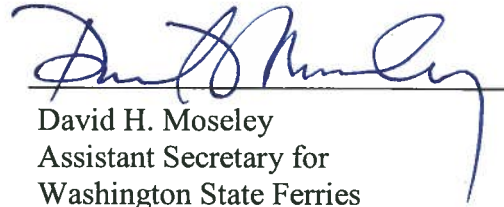
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Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
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David H. Moseley
Assistant Secretary for
Washington State Ferries

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cc: Diana Barg, Samish Indian Nation, Cultural Resources, w/attachments
 Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
 Scott Williams, Cultural Resources Office, w/o attachments
 Megan Cotton, WSDOT Tribal Liaison, w/o attachments
 Project File



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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

The Honorable Janice Mabee, Chair
Sauk-Suiattle Tribe
5318 Chief Brown Lane
Darrington, WA 98241

**Re: Mukilteo Multimodal Project
Request for Confirmation of NEPA Cooperating or Participating Agency Status**

Dear Chairwoman Mabee:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We are sorry a representative of the Sauk-Suiattle Tribe was not able to attend the reinitiation meeting on February 10th. Enclosed is a copy of the presentation and the meeting summary.

Government-to-Government Consultation

The FTA and WSF initiated consultation for this project with the Sauk-Suiattle Tribe on July 25, 2003. As it has been some time since our last government-to-government consultation meeting, we would like to resume such consultation with you for this project. If your schedule permits, we hope that we can schedule a meeting with you for a date in April or May 2010. Phillip Narte, WSF Tribal Liaison, will be contacting you to schedule this meeting.

We have attached an updated Tribal Consultation Plan for your review and consideration. Please review and comment on this document. The project team has also developed an Updated

Coordination Plan that describes the agency and public involvement activities for the project. You may also review and comment on it. We will send a copy to you at your request.

NEPA Role

In 2006, we invited the Sauk-Suiattle Tribe to act as a Participating Agency in the development of the EIS for the Project (pursuant to Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). With this letter, we invite your tribe to consider becoming a Cooperating Agency. This designation does not imply that the tribe supports the project.

Your participation as a Cooperating Agency is invited because you have special expertise for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your tribe's involvement would entail those areas under its special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your tribe for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize intergovernmental cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
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- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation.

Under SAFETEA-LU, should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS.

If you accept this invitation to be a Participating Agency, your tribe will be able to:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and then methodologies and the level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.

3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Declining our invitation to be a participating agency does not diminish the tribe's right to meaningful government-to-government consultation.

If your tribe elects to participate in the project as a Cooperating Agency or Participating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** If your tribe does not wish to be involved in this project, per SAFETEA-LU requirements **you will need to indicate this in writing.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents (in addition to the EIS) your tribe would be interested in reviewing.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future)
- A terminal building with future potential for an overhead pedestrian bridge
- A new transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area
- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza
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Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

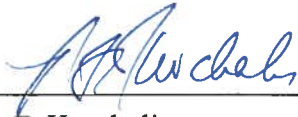
WSF currently plans to start construction in 2015 and complete the project in 2019. See the proposed project milestone schedule enclosed with this letter for more information about the project schedule.

Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke

of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Proposed Milestone Schedule
 Reinitiation Meeting Presentation
 Reinitiation Meeting Summary
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 Reply sheet
 Pre-addressed envelope

cc: Richard Wolten, Sauk-Suiattle Tribe, Natural Resources, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



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**Washington State
Department of Transportation**

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Secretary of Transportation

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TTY: 1-800-833-6388

www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Snohomish County
Public Works Department
ATTN: Mr. Steve Thomsen, Director
3000 Rockefeller Avenue, MS 607
Everett, WA 98201

**Re: Mukilteo Multimodal Project
Request for Confirmation of Cooperating Agency Status**

Dear Mr. Thomsen:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Because of the time that has passed since the EIS was started in 2006, we would like to confirm that your agency will continue to act as a **Cooperating Agency** for this project.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that

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WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

Cooperating Agency Role

Your participation as a Cooperating Agency is invited because you have special expertise or permitting authority for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your agency's involvement would entail those areas under its jurisdiction or special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your agency for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize interagency cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
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- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request
- Provide adequate information for your agency to discharge their NEPA and SEPA responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances

More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. We would appreciate your review and comment on this document.

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation, and the responsibilities of your agency under federal and state laws and regulations.

If your agency elects to participate in the project as a Cooperating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents from the list below you would be interested in reviewing.

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- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
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Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

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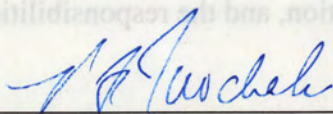
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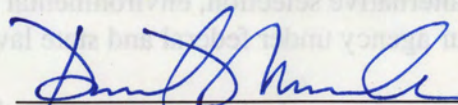
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Thank you again for your interest in and assistance with this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Larry Adamson, Snohomish County
Project File

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Reply sheet
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

The Honorable Joseph O. Mullen, Chair
Snoqualmie Tribe
P.O. Box 969
Snoqualmie, WA 98065

**Re: Mukilteo Multimodal Project
Request for Confirmation of NEPA Cooperating or Participating Agency Status**

Dear Chairman Mullen:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We are sorry a representative of the Snoqualmie Tribe was not able to attend the reinitiation meeting on February 10th. Enclosed is a copy of the presentation and the meeting summary.

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We have attached an updated Tribal Consultation Plan for your review and consideration. Please review and comment on this document. The project team has also developed an Updated

Coordination Plan that describes the agency and public involvement activities for the project. You may also review and comment on it. We will send a copy to you at your request.

NEPA Role

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1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and then methodologies and the level of detail required in the alternatives analysis.
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3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Declining our invitation to be a participating agency does not diminish the tribe's right to meaningful government-to-government consultation.

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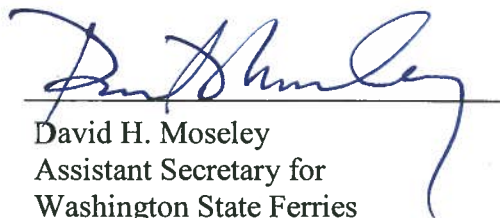
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Federal Transit Administration



David H. Moseley
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Sound Transit

ATTN: Mr. Perry Weinberg

401 South Jackson Street

Seattle, WA 98104

**Re: Mukilteo Multimodal Project
Request for Confirmation of Cooperating Agency Status**

Dear Mr. Weinberg:

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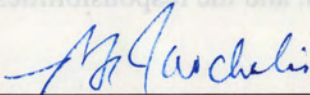
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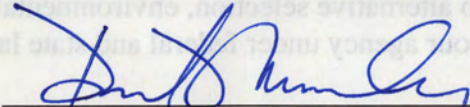
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cc: Barry Alavi, Sound Transit
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

The Honorable Patrice Kempf, Vice-Chair
Stillaguamish Tribe
P.O. Box 277
Arlington, WA 98223

**Re: Mukilteo Multimodal Project
Request for Confirmation of NEPA Cooperating or Participating Agency Status**

Dear Chairwoman Kempf:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We are sorry a representative of the Stillaguamish Tribe was not able to attend the reinitiation meeting on February 10th. Enclosed is a copy of the presentation and the meeting summary.

Government-to-Government Consultation

The FTA and WSF initiated consultation for this project with the Stillaguamish Tribe on July 25, 2003. As it has been some time since our last government-to-government consultation meeting, we would like to resume such consultation with you for this project. If your schedule permits, we hope that we can schedule a meeting with you for a date in April or May 2010. Phillip Narte, WSF Tribal Liaison, will be contacting you to schedule this meeting.

We have attached an updated Tribal Consultation Plan for your review and consideration. Please review and comment on this document. The project team has also developed an Updated

Coordination Plan that describes the agency and public involvement activities for the project. You may also review and comment on it. We will send a copy to you at your request.

NEPA Role

In 2006, we invited the Stillaguamish Tribe to act as a Participating Agency in the development of the EIS for the Project (pursuant to Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). With this letter, we invite your tribe to consider becoming a Cooperating Agency. This designation does not imply that the tribe supports the project.

Your participation as a Cooperating Agency is invited because you have special expertise for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your tribe's involvement would entail those areas under its special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your tribe for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize intergovernmental cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation.

Under SAFETEA-LU, should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS.

If you accept this invitation to be a Participating Agency, your tribe will be able to:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and then methodologies and the level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.

3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Declining our invitation to be a participating agency does not diminish the tribe's right to meaningful government-to-government consultation.

If your tribe elects to participate in the project as a Cooperating Agency or Participating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** If your tribe does not wish to be involved in this project, per SAFETEA-LU requirements **you will need to indicate this in writing.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents (in addition to the EIS) your tribe would be interested in reviewing.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

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- Parking facilities

Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF currently plans to start construction in 2015 and complete the project in 2019. See the proposed project milestone schedule enclosed with this letter for more information about the project schedule.

Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke

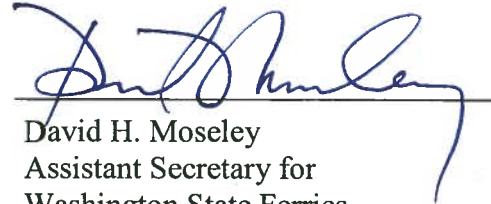
of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Proposed Milestone Schedule
 Reinitiation Meeting Presentation
 Reinitiation Meeting Summary
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 Reply sheet
 Pre-addressed envelope

cc: Donna Gladsjo, Stillaguamish Tribe, Cultural Resources, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



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**Federal Transit
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Alaska, Idaho, Oregon,
Washington

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**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

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TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

The Honorable Leonard Forsman, Chair
Suquamish Tribe
P.O. Box 498
Suquamish, WA 98392-0498

**Re: Mukilteo Multimodal Project
Request for Confirmation of NEPA Cooperating or Participating Agency Status**

Dear Chairman Forsman:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10th. Enclosed is a copy of the presentation and the meeting summary.

Government-to-Government Consultation

The FTA and WSF initiated consultation for this project with the Suquamish Tribe on July 25, 2003. We appreciated the opportunity to resume government-to-government consultation with you for this project with our meeting on March 17, 2010.

We have attached an updated Tribal Consultation Plan for your review and consideration. Please review and comment on this document. The project team has also developed an Updated Coordination Plan that describes the agency and public involvement activities for the project. You may also review and comment on it. We will send a copy to you at your request.

NEPA Role

In 2006, we invited the Suquamish Tribe to act as a Participating Agency in the development of the EIS for the Project (pursuant to Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). With this letter, we invite your tribe to consider becoming a Cooperating Agency. This designation does not imply that the tribe supports the proposal.

Your participation as a Cooperating Agency is invited because you have special expertise for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your tribe's involvement would entail those areas under its special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your tribe for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize intergovernmental cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
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If you accept this invitation to be a Participating Agency, your tribe will be able to:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and then methodologies and the level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Declining our invitation to be a participating agency does not diminish the tribe's right to meaningful government-to-government consultation.

If your tribe elects to participate in the project as a Cooperating Agency or Participating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** In accordance with SAFETEA-LU, **you must respond to become a Participating Agency.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents (in addition to the EIS) your tribe would be interested in reviewing.

Project Description

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Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF currently plans to start construction in 2015 and complete the project in 2019. See the proposed project milestone schedule enclosed with this letter for more information about the project schedule.

Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

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cc: Dennis Lewarch, Suquamish Tribe, Cultural Resources, w/attachments
 Tom Ostrom, Suquamish Tribe, w/attachments
 Michelle Hanson, Suquamish Tribe, w/attachments
 Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
 Scott Williams, Cultural Resources Office, w/o attachments
 Megan Cotton, WSDOT Tribal Liaison, w/o attachments
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

The Honorable Brian Cladoosby, Chair
Swinomish Indian Tribal Community
11404 Moorage Way
LaConner, WA 98257

**Re: Mukilteo Multimodal Project
Request for Confirmation of NEPA Cooperating or Participating Agency Status**

Dear Chairman Cladoosby:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10th. Enclosed is a copy of the presentation and the meeting summary.

Government-to-Government Consultation

The FTA and WSF initiated consultation for this project with the Swinomish Indian Tribal Community on July 25, 2003. We appreciated the opportunity to resume government-to-government consultation with you for this project with our meeting on March 17, 2010.

We have attached an updated Tribal Consultation Plan for your review and consideration. Please review and comment on this document. The project team has also developed an Updated Coordination Plan that describes the agency and public involvement activities for the project. You may also review and comment on it. We will send a copy to you at your request.

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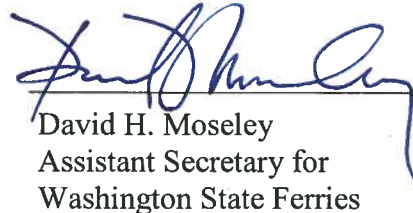
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Federal Transit Administration



David H. Moseley
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Washington State Ferries

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cc: Larry Campbell, Swinomish Indian Tribal Community, Cultural Resources, w/attachments
Stan Walsh, Swinomish Indian Tribal Community, w/attachments
Lorraine Loomis, Swinomish Indian Tribal Community, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

The Honorable Melvin Sheldon, Jr., Chair
Tulalip Tribes
6406 Marine Drive
Tulalip, WA 98271

**Re: Mukilteo Multimodal Project
Request for Confirmation of NEPA Cooperating or Participating Agency Status**

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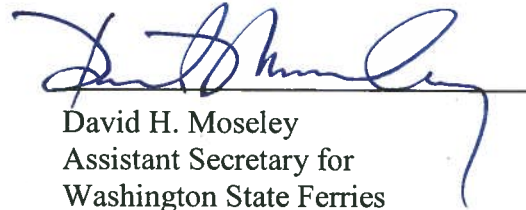
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cc: Hank Gobin, Tulalip Tribes, Cultural Resources, w/attachments
 Richard Young, Tulalip Tribes, Environmental Programs, w/attachments
 Daryl Williams, Tulalip Tribes, Environmental Liaison, w/attachments
 George White, Tulalip Tribes, Public Affairs, w/attachments
 Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
 Scott Williams, Cultural Resources Office, w/o attachments
 Megan Cotton, WSDOT Tribal Liaison, w/o attachments
 Project File



U.S. Department
of Transportation
**Federal Transit
Administration**
REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)



**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

WSDOT Ferries Division (WSF)
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

The Honorable Jennifer Washington, Chair
Upper Skagit Tribe
25944 Community Plaza
Sedro-Woolley, WA 98284

**Re: Mukilteo Multimodal Project
Request for Confirmation of NEPA Cooperating or Participating Agency Status**

Dear Chairwoman Washington:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We are sorry a representative of the Upper Skagit Tribe was not able to attend the reinitiation meeting on February 10th. Enclosed is a copy of the presentation and the meeting summary.

Government-to-Government Consultation

The FTA and WSF initiated consultation for this project with the Upper Skagit Tribe on July 25, 2003. As it has been some time since our last government-to-government consultation meeting, we would like to resume such consultation with you for this project. If your schedule permits, we hope that we can schedule a meeting with you for a date in April or May 2010. Phillip Narte, WSF Tribal Liaison, will be contacting you to schedule this meeting.

We have attached an updated Tribal Consultation Plan for your review and consideration. Please review and comment on this document. The project team has also developed an Updated

Coordination Plan that describes the agency and public involvement activities for the project. You may also review and comment on it. We will send a copy to you at your request.

NEPA Role

In 2006, we invited the Upper Skagit Tribe to act as a Participating Agency in the development of the EIS for the Project (pursuant to Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). With this letter, we invite your tribe to consider becoming a Cooperating Agency. This designation does not imply that the tribe supports the project.

Your participation as a Cooperating Agency is invited because you have special expertise for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your tribe's involvement would entail those areas under its special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your tribe for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize intergovernmental cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation.

Under SAFETEA-LU, should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS.

If you accept this invitation to be a Participating Agency, your tribe will be able to:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and then methodologies and the level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.

3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Declining our invitation to be a participating agency does not diminish the tribe's right to meaningful government-to-government consultation.

If your tribe elects to participate in the project as a Cooperating Agency or Participating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** If your tribe does not wish to be involved in this project, per SAFETEA-LU requirements **you will need to indicate this in writing.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents (in addition to the EIS) your tribe would be interested in reviewing.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future)
- A terminal building with future potential for an overhead pedestrian bridge
- A new transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area
- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza
- An access road with a ferry access lane, and transit and carpool bypass
- A pedestrian waterfront promenade for public access to the water
- Parking facilities

Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

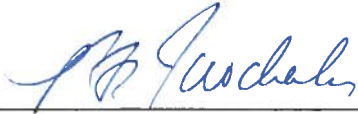
WSF currently plans to start construction in 2015 and complete the project in 2019. See the proposed project milestone schedule enclosed with this letter for more information about the project schedule.

Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke

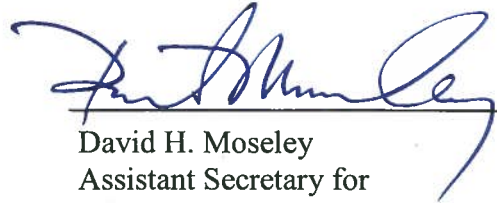
of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Proposed Milestone Schedule
 Reinitiation Meeting Presentation
 Reinitiation Meeting Summary
 Tribal Consultation Plan
 Reply sheet
 Pre-addressed envelope

cc: Scott Schuyler, Upper Skagit Tribe, Cultural Resources, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

U.S. Air Force
ATTN: Lt. Col. Steve Mortensen
62 AW/DS, 100 Colonel Joe Jackson Boulevard, Suite 3082
McChord AFB, WA 98438

**Re: Mukilteo Multimodal Project
Request for Confirmation of Cooperating Agency Status**

Dear Lt. Col. Mortensen:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Because of the time that has passed since the EIS was started in 2006, we are confirming status for participating and cooperating agencies. Our records indicate that the U.S. Air Force is currently a Participating Agency for the project. We invite you to consider becoming a Cooperating Agency based on your agency's knowledge of the project area.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its

operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future)
- A terminal building with future potential for an overhead pedestrian bridge
- A new transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area
- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza
- An access road with a ferry access lane and transit and carpool bypass
- A pedestrian waterfront promenade for public access to the water
- Parking facilities

Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

Cooperating Agency Role

Your participation as a Cooperating Agency is invited because you have special expertise on this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your agency's involvement would entail those areas under its jurisdiction or special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your agency for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize interagency cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

- Provide adequate information for your agency to discharge their NEPA and SEPA responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances

More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. We would appreciate your review and comment on this document.

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation.

If your agency elects to participate in the project as a Cooperating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

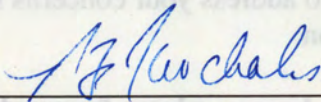
- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS. Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. The attached reply sheet will meet this requirement.

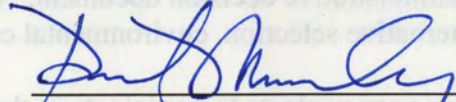
If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you again for your interest in and assistance with this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

U.S. Army Corps of Engineers
Seattle District, Regulatory Branch
ATTN: Mr. Jack Kennedy
P.O. Box 3755
Seattle, WA 98124-2255

**Re: Mukilteo Multimodal Project
Request for Confirmation of Cooperating Agency Status**

Dear Mr. Kennedy:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Because of the time that has passed since the EIS was started in 2006, we are confirming status for participating and cooperating agencies. Our records indicate that the U.S. Army Corps of Engineers is currently a Participating Agency for the project. We invite you to consider becoming a Cooperating Agency based on your agency's expertise and in anticipation of future permitting actions for this project.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal

would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future)
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- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza
- An access road with a ferry access lane and transit and carpool bypass
- A pedestrian waterfront promenade for public access to the water
- Parking facilities

Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

Cooperating Agency Role

Your participation as a Cooperating Agency is invited because you have special expertise or permitting authority for this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your agency's involvement would entail those areas under its jurisdiction or special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your agency for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize interagency cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

- Provide adequate information for your agency to discharge their NEPA and SEPA responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances

More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. We would appreciate your review and comment on this document.

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation, and the responsibilities of your agency under federal and state laws and regulations.

If your agency elects to participate in the project as a Cooperating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

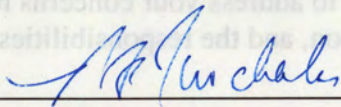
- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS. Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. The attached reply sheet will meet this requirement.

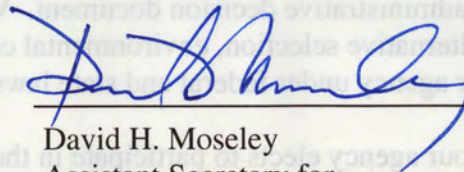
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Thank you again for your interest in and assistance with this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Chris Jenkins, USACE
Project File

Enclosures: Proposed Milestone Schedule
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

U.S. Department of Housing and Urban Development
ATTN: Ms. Martha Dilts, Deputy Regional Director
909 First Avenue, Suite 200
Seattle, WA 98104-1000

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Ms. Dilts:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We're sorry your agency was not able to attend the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

We request that **your agency act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. A reply sheet and a pre-addressed envelope are enclosed to ease your reply.

Please forward **your response to us in writing by surface mail by April 26, 2010**. If your agency will be a Participating Agency, we also request that you use the enclosed reply sheet to indicate which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
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- Social and Economic Resources

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future);
- A terminal building with future potential for an overhead pedestrian bridge;
- A new transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area;
- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza;
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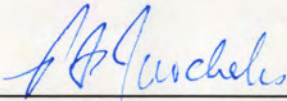
Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

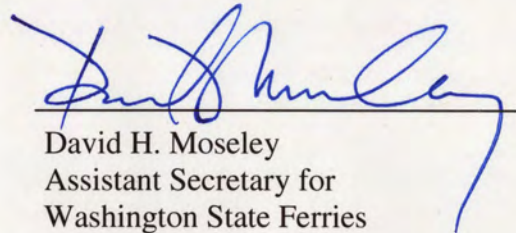
Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

Enclosures: Proposed Milestone Schedule
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Updated Coordination Plan
Reply sheet
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Enclosures:
Pre-addressed envelope
Reply sheet
Updated Coordination Plan
Reinitiation Meeting Summary
Reinitiation Meeting Presentation
Proposed Milestone Schedule

cc: Project File

R.F. Knochals
Regional Administrator
Federal Transit Administration



Sincerely,

Thank you for your interest in this project. We look forward to talking with you in the near future.

Horwitz at (206) 220-7515 or email at jennifer.Horwitz@dot.gov
this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer
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interest to participate in this effort. If you have questions or would like to discuss our agencies'
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proposed project milestone schedule.
WSE plans to start construction in 2012 and complete the project in 2019. See Attachment 1 for the

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**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

WSDOT Ferries Division (WSF)
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

U.S. Environmental Protection Agency
Region 10 (ECO-083)
ATTN: Ms. Christine Reichgott
1200 Sixth Avenue, Suite 900
Seattle, WA 98101

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Ms. Reichgott:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We're sorry your agency was not able to attend the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

Because of the time that has passed since the EIS was started in 2006, we would like to confirm that **your agency will continue to act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. A reply sheet and a pre-addressed envelope are enclosed to ease your reply.

Please forward **your response to us in writing by surface mail by April 26, 2010**. If your agency will be a Participating Agency, we also request that you use the enclosed reply sheet to indicate which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future);
- A terminal building with future potential for an overhead pedestrian bridge;
- A new transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area;
- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza;
- An access road with a ferry access lane and transit and carpool bypass;
- A pedestrian waterfront promenade for public access to the water; and
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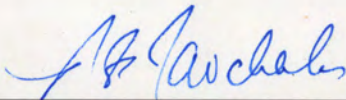
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WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

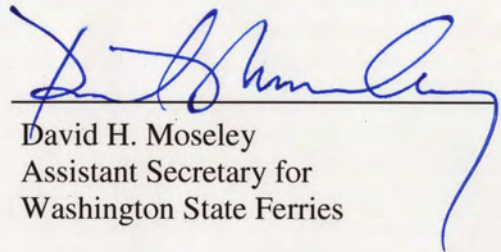
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Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

Enclosures: Proposed Milestone Schedule
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

U.S. Fish and Wildlife Service
ATTN: Mr. Ken Berg
510 Desmond Drive SE, Suite 102
Lacey, WA 98503-1273

**Re: Mukilteo Multimodal Project
Request for Confirmation of Cooperating Agency Status**

Dear Mr. Berg:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We're sorry your agency was not able to attend the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Because of the time that has passed since the EIS was started in 2006, we are confirming status for participating and cooperating agencies. Our records indicate that the U.S. Fish and Wildlife Service is currently a Participating Agency for the project. We invite you to consider becoming a Cooperating Agency based on your agency's expertise with aquatic and terrestrial species and in anticipation of consultation under the Endangered Species Act.

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its

operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

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- A pedestrian waterfront promenade for public access to the water
- Parking facilities

Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

Cooperating Agency Role

Your participation as a Cooperating Agency is invited because you have special expertise in this project's affected environment. Together, we could identify those environmental factors you consider to be most critical, and ensure that the combined NEPA/SEPA EIS would adequately address your concerns. FTA and WSF are currently developing a range of alternatives to be evaluated along with the No Action Alternative.

As a Cooperating Agency, your agency's involvement would entail those areas under its jurisdiction or special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your agency for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to become a Cooperating Agency, we will take the following actions to maximize interagency cooperation:

- Welcome your input to the proposed project milestone schedule (see attachment 1)
- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment with a 30 day response request

- Provide adequate information for your agency to discharge their NEPA and SEPA responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances

More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. We would appreciate your review and comment on this document.

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to alternative selection, environmental consequences and mitigation for the project overall. In addition to NEPA coordination with your agency, we will also be initiating consultation under the Endangered Species Act when more is known about the project alternatives.

If your agency elects to participate in the NEPA process for this project as a Cooperating Agency, **please forward your response to us in writing by surface mail by April 26, 2010.** A reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

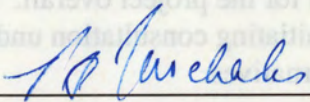
- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), should you decline participation as a Cooperating Agency, FTA requests you act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS. Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. The reply sheet mentioned above will meet this requirement.

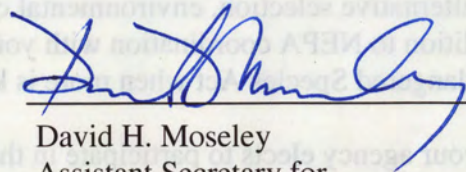
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Thank you again for your interest in and assistance with this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Washington State Department of Archaeology and Historic Preservation
ATTN: Allyson Brooks, PhD
P.O. Box 48343
Olympia, WA 98504-8343

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Dr. Brooks:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

We request that **your agency act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

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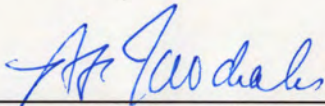
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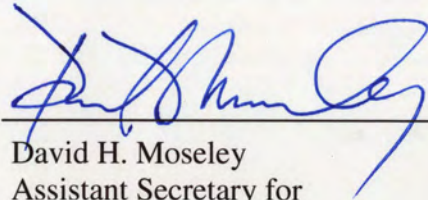
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Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Matthew Sterner, DAHP
Project File

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Washington State Department of Ecology
ATTN: Ms. Terry Swanson
P.O. Box 47600
Olympia, WA 98504-7600

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Ms. Swanson:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

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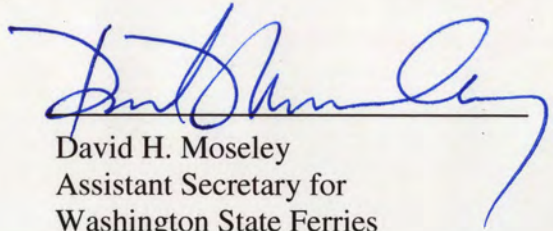
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R.F. Krochalis
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David H. Moseley
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cc: Project File

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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Washington State Department of Fish and Wildlife
ATTN: Ms. Laura Arber
16018 Mill Creek Boulevard
Mill Creek, WA 98012-1541

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Ms. Arber:

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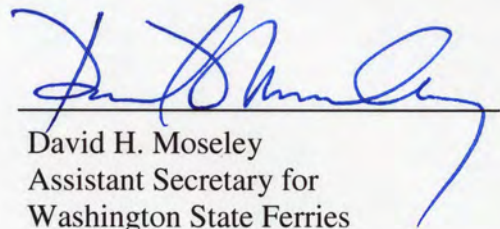
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R.F. Krochalis
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David H. Moseley
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David H. Moseley
Assistant Secretary for
Washington State Ferries

March 22, 2010

Washington State Department of Natural Resources
ATTN: Ms. Brenda Werden
P.O. Box 47014
Olympia, WA 98504-7014

**Re: Mukilteo Multimodal Project
Request for Confirmation of Participating Agency Status**

Dear Ms. Werden:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) have reinitiated the process to complete a joint National Environmental Policy Act (NEPA)/State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project (Project) located in the City of Mukilteo, Snohomish County, Washington. We appreciate your attendance at the reinitiation meeting on February 10. Enclosed is a copy of the presentation and the meeting summary.

Participating Agency Role

We request that **your agency act as a Participating Agency** on this project under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). As a Participating Agency on this project your agency would be review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS. More information describing how we propose to work with your agency on this project can be found in the enclosed Updated Coordination Plan. Please review and comment on this document.

Per SAFETEA-LU requirements, you must respond in writing if your agency will not act as a Participating Agency. A reply sheet and a pre-addressed envelope are enclosed to ease your reply.

Please forward **your response to us in writing by surface mail by April 26, 2010**. If your agency will be a Participating Agency, we also request that you use the enclosed reply sheet to indicate which documents from the list below you would be interested in reviewing.

- Transportation Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Noise Discipline Report
- Hazardous Materials Discipline Report
- Environmental Justice Memo
- Section 4(f) Evaluation

Elements of the environment listed below will be addressed in the EIS but will not have a separate stand-alone report.

- Geology and Soils
- Water Resources
- Air Quality
- Energy
- Land Use
- Recreation
- Visual Resources
- Public Services and Utilities
- Social and Economic Resources

Project Description

WSF and FTA are evaluating a new multimodal terminal to replace the existing ferry terminal in Mukilteo. The study area for the project extends from Edmonds to Everett. The new terminal would improve the transportation service provided by the Mukilteo Ferry Terminal and its operations in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles, pedestrians, and bicyclists. WSF and FTA have determined that previously developed alternatives for the project are not viable. The project team is developing new alternatives that include the following key features:

- A ferry dock, with one ferry slip (and the potential for a second in the future);
- A terminal building with future potential for an overhead pedestrian bridge;
- A new transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area;
- Vehicle holding that maintains the existing available capacity, dedicated staging for bicycles, carpools, and other priority vehicles, and a four-booth toll plaza;
- An access road with a ferry access lane and transit and carpool bypass;
- A pedestrian waterfront promenade for public access to the water; and
- Parking facilities

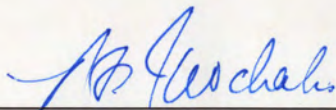
Based on feedback received earlier in the NEPA/SEPA process, any alternatives proposed for the Air Force Tank Farm property in Mukilteo would also include removal of the entire pier over Possession Sound.

WSF plans to start construction in 2015 and complete the project in 2019. See Attachment 1 for the proposed project milestone schedule.

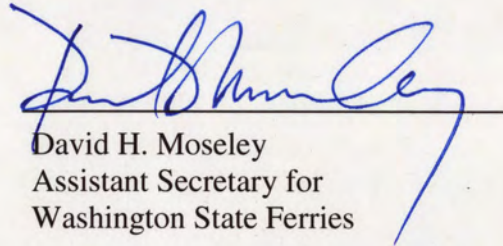
Your written response by April 26, 2010 is greatly appreciated as acknowledgement of your interest to participate in this effort. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please call Linda Gehrke of this office at (206) 220-4463 or email at Linda.Gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Thank you for your interest in this project. We look forward to talking with you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Project File

Enclosures: Proposed Milestone Schedule
Reinitiation Meeting Presentation
Reinitiation Meeting Summary
Updated Coordination Plan
Reply sheet
Pre-addressed envelope

COOPERATING AND PARTICIPATING AGENCY RESPONSES

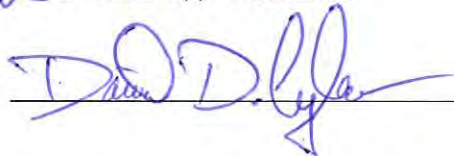
City of Everett Planning/Community Development Dept.
(name of agency)

- ☒ **will act as a Cooperating Agency** for the Mukilteo Multimodal Project
☐ **will act as a Participating Agency** for the Mukilteo Multimodal Project
☐ **will not be involved** in the Mukilteo Multimodal Project
- ☐ please **keep us on** the project mailing list
☐ please **take us off** the project mailing list

If your agency will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☒ Transportation Discipline Report
☒ Ecosystems Discipline Report
☒ Cultural Resources Discipline Report
☒ Noise Discipline Report
☒ Hazardous Materials Discipline Report
☒ Environmental Justice Memo
☒ Section 4(f) Evaluation

Signature: _____



Date: _____

3/29/10

Printed name and title: _____

David Tyler
Sr. Planner

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

MAR 31 2010 AM 9:25

JH
Scan - Mail to
Paul Kreuger
LG
Env't Log

City of Mukilteo
(name of agency)

- ☒ **will act as a Cooperating Agency** for the Mukilteo Multimodal Project
- ☐ **will act as a Participating Agency** for the Mukilteo Multimodal Project
- ☐ **will not be involved** in the Mukilteo Multimodal Project
 - ☐ please **keep us on** the project mailing list
 - ☐ please **take us off** the project mailing list

If your agency will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☒ Transportation Discipline Report
- ☒ Ecosystems Discipline Report
- ☒ Cultural Resources Discipline Report
- ☒ Noise Discipline Report
- ☒ Hazardous Materials Discipline Report
- ☒ Environmental Justice Memo
- ☒ Section 4(f) Evaluation

Signature: Heather McCartney, FAICP Date: 3-29-2010

Printed name and title: Heather McCartney
Planning and Community Development Dept.

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

APR 2 2010 AM 10:02

Community Transit
(name of agency)

- ☒ will act as a **Cooperating Agency** for the Mukilteo Multimodal Project
☐ will act as a **Participating Agency** for the Mukilteo Multimodal Project
☐ will not be involved in the Mukilteo Multimodal Project
☒ please **keep us on** the project mailing list
☐ please **take us off** the project mailing list

If your agency will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☒ Transportation Discipline Report
☐ Ecosystems Discipline Report
☐ Cultural Resources Discipline Report
☐ Noise Discipline Report
☐ Hazardous Materials Discipline Report
☒ Environmental Justice Memo
☐ Section 4(f) Evaluation

Signature: Carol J. Thompson

Date: 4-19-10

Printed name and title: Carol J. Thompson
Service Development Manager

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

APR 21 2010 AM 10:25

Federal Highway Administration
(name of agency)

- ☒ **will** act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ **will not** act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ please **keep us on** the project mailing list
- ☐ please **take us off** the project mailing list

If your agency will be acting as a participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☒ Transportation Discipline Report
- ☐ Ecosystems Discipline Report
- ☒ Cultural Resources Discipline Report
- ☒ Noise Discipline Report
- ☐ Hazardous Materials Discipline Report
- ☒ Environmental Justice Memo
- ☒ Section 4(f) Evaluation

Signature: Sharon P Love

Date: 4/30/2010

Printed name and title: Sharon P Love

Environmental Program Manager

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

MAY 10 2010 AM 10:17

Island County

(name of agency)

- ☒ **will** act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ **will not** act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ please **keep us on** the project mailing list
- ☐ please **take us off** the project mailing list

If your agency will be acting as a participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☒ Transportation Discipline Report
- ☐ Ecosystems Discipline Report
- ☒ Cultural Resources Discipline Report
- ☐ Noise Discipline Report
- ☐ Hazardous Materials Discipline Report
- ☐ Environmental Justice Memo
- ☐ Section 4(f) Evaluation

Signature: _____



Date: _____

3/24/10

Printed name and title: _____

ROBERT A. PEDERSON

DIRECTOR OF PLANNING & COMMUNITY DEVELOPMENT

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

MAR 26 2010 AM 9:34

National Park Service
(name of agency)

JH
Scan-Mail
to Paul
LG
Env't Log

- ☒ will act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ will not act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ please **keep us on** the project mailing list
- ☐ please **take us off** the project mailing list

If your agency will be acting as a participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☐ Transportation Discipline Report
- ☐ Ecosystems Discipline Report
- ☒ Cultural Resources Discipline Report
- ☐ Noise Discipline Report
- ☐ Hazardous Materials Discipline Report
- ☐ Environmental Justice Memo
- ☒ Section 4(f) Evaluation

Signature:

Rory D. Westberg

Date:

April 1, 2010

Printed name and title:

RORY D. WESTBERG

DEPUTY REGIONAL DIRECTOR
PACIFIC WEST REGION

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

APR 2 2010 AM 10:02



April 13, 2010

Federal Transit Administration, Region X
Attn: Jennifer Horwitz
915 Second Ave.
Federal Building, Suite 3142
Seattle, WA 98174-1002

RE: Mukilteo Multimodal Project
Request for Confirmation of Cooperating Agency Status

Dear Ms. Horwitz:

Enclosed you will find the Mukilteo Multimodal Project Request for Confirmation of Cooperating Agency Status form, which Mr. Heller signed and filled out today (4/13/10).

Please, let me know if you have any questions.

Thank you.

Sincerely,

Jamie Roberts
Executive Legal Assistant

Encl.: Mukilteo Multimodal Project Request for Confirmation of Cooperating Agency Status form (4/13/10)

APR 15 2010 AM 10:28

PORT OF EVERETT

(name of agency)

- ☒ will act as a **Cooperating Agency** for the Mukilteo Multimodal Project
- ☐ will act as a **Participating Agency** for the Mukilteo Multimodal Project
- ☐ will **not be involved** in the Mukilteo Multimodal Project
 - ☐ please **keep us on** the project mailing list
 - ☐ please **take us off** the project mailing list

If your agency will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☐ Transportation Discipline Report
- ☐ Ecosystems Discipline Report
- ☒ Cultural Resources Discipline Report
- ☐ Noise Discipline Report
- ☒ Hazardous Materials Discipline Report
- ☒ Environmental Justice Memo
- ☐ Section 4(f) Evaluation

Signature: _____

Date: _____

Printed name and title: _____

JEROLD W. HELLER
CHIEF ADMINISTRATIVE OFFICER

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002



April 19, 2010

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Ave
Federal Building, Suite 3142
Seattle, WA 98174-1002

RE: Mukilteo Multimodal Project, Acceptance of being a Participating Agency

Dear Ms. Horwitz:

The Puget Sound Regional Council greatly appreciates the opportunity to serve as a "Participating Agency" on the Mukilteo Multimodal Project. We are pleased to accept this invitation to review and comment on the development and preliminary versions and contents of the combined NEPA/SEPA EIS, and to comment on the Updated Coordination Plan. Jennifer Ryan will serve as the PSRC contact for the project.

Comments on Updated Coordination Plan

PSRC also appreciates the opportunity to comment on the Updated Coordination Plan, which details the coordination of the agency and public involvement activities for this regionally significant project. The Mukilteo Multimodal Project represents a significant step toward implementing the region's long-range growth, transportation and economic development strategy, *VISION 2040* and the region's existing Metropolitan Transportation Plan, *Destination 2030* and draft future transportation plan, *Transportation 2040*. The consolidation of disperse transportation facilities in Mukilteo into a key centralized multimodal facility will improve passenger movements between facilities.

We would also encourage inclusion of the permanent Sounder Commuter Rail Station, which is not included in the Updated Coordination Plan project description, into the multimodal terminal, along with the active participation of Sound Transit in maintaining a direct connection between the ferry terminal, the transit center and the Sounder station. In reviewing the meeting summary from the NEPA/SEPA Reinitiation Agency and Tribal Meeting on February 10, 2010, it appears that the WSDOT Urban Planning Office and WSDOT Public Transportation Division should also be included in future meetings as they focus on the public transportation elements, particularly transit, in this region.

As a participating agency, PSRC would appreciate the opportunity to review the transit and multimodal analysis methodology, as it becomes available, along with the Transportation Discipline Report and the revised Purpose and Needs Statement (with the post-March 15, 2010

APR 22 2010 04:10:30



comments). Enclosed is the reply sheet with the list of supporting documents PSRC would appreciate reviewing.

We are pleased to see the expanded area of influence. PSRC strongly encourages the use of *VISION 2040* policies, Regional Growth Strategy and PSRC's population and employment forecasts in the analysis.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "CHH", is written over the name "Charlie Howard".

Charlie Howard
Transportation Planning Director

Attachment

Cc: Greg Walker, Sound Transit
Chris Picard, WSDOT Urban Mobility Office
Brian Lagerberg, WSDOT Public Transportation Division

Puget Sound Regional Council
(name of agency)

- ☒ **will** act as a Participating Agency for the Mukilteo Multimodal Project
☐ **will not** act as a Participating Agency for the Mukilteo Multimodal Project
- ☒ please **keep us on** the project mailing list
☐ please **take us off** the project mailing list

If your agency will be acting as a participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☒ Transportation Discipline Report
☐ Ecosystems Discipline Report
☐ Cultural Resources Discipline Report
☐ Noise Discipline Report
☐ Hazardous Materials Discipline Report
☐ Environmental Justice Memo
☐ Section 4(f) Evaluation

Signature: _____

Date: 4-21-10

Printed name and title: _____

Charlie Howard

Transportation Planning Director

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

PSRC Contact Person:
Jennifer Ryan
jryan@psrc.org
206-661-1032

APR 22 2010 AM 10:30

Samish

(name of tribe)

- ☐ will act as a **Cooperating Agency** for the Mukilteo Multimodal Project
- ☒ will act as a **Participating Agency** for the Mukilteo Multimodal Project
- ☐ will **not be involved** in the Mukilteo Multimodal Project
- ☐ please **keep us on** the project mailing list
- ☐ please **take us off** the project mailing list

If your tribe will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your tribe would like to review.

- ☐ Transportation Discipline Report
- ☐ Ecosystems Discipline Report
- ☒ Cultural Resources Discipline Report
- ☐ Noise Discipline Report
- ☐ Hazardous Materials Discipline Report
- ☐ Environmental Justice Memo
- ☐ Section 4(f) Evaluation

Signature:

Diana Bang

Date:

5/12/10

Printed name and title:

Diana Bang
Cultural Resources Program Manager

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

Snohomish County

(name of agency)

- ☒ **will act as a Cooperating Agency** for the Mukilteo Multimodal Project
- ☐ **will act as a Participating Agency** for the Mukilteo Multimodal Project
- ☐ **will not be involved** in the Mukilteo Multimodal Project
- ☐ please **keep us on** the project mailing list
- ☐ please **take us off** the project mailing list

If your agency will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☒ Transportation Discipline Report
- ☒ Ecosystems Discipline Report
- ☒ Cultural Resources Discipline Report
- ☒ Noise Discipline Report
- ☒ Hazardous Materials Discipline Report
- ☒ Environmental Justice Memo
- ☒ Section 4(f) Evaluation

Signature: _____



Date: _____

4/22/10

Printed name and title: _____

Steven E Thomsen

Public Works Director

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

APR 23 2010 AM 10:30

Sound Transit

(name of agency)

- ☒ **will act as a Cooperating Agency** for the Mukilteo Multimodal Project
- ☐ **will act as a Participating Agency** for the Mukilteo Multimodal Project
- ☐ **will not be involved** in the Mukilteo Multimodal Project
 - ☐ please **keep us on** the project mailing list
 - ☐ please **take us off** the project mailing list

If your agency will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☒ Transportation Discipline Report
- ☒ Ecosystems Discipline Report
- ☒ Cultural Resources Discipline Report
- ☒ Noise Discipline Report
- ☒ Hazardous Materials Discipline Report
- ☒ Environmental Justice Memo
- ☒ Section 4(f) Evaluation

Signature: _____

Date: _____

Printed name and title: _____

Perry Weinberg
Director, Office of Environmental Affairs
& Sustainability

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

APR 13 2010 AM 10:26

Krueger, Paul W (UCO)

From: jennifer.horwitz.CTR@dot.gov
Sent: Thursday, December 16, 2010 10:55 AM
To: Krueger, Paul W (UCO)
Subject: RE: Stillaguamish status FW: FW: Transportation Technical Advisory Group Meeting and other areas of interest

I don't know if they've signed the form yet or not, but they have asked to see everything that a cooperating agency would like. I bet if Phillip gave Mr. Yanity the cooperating form, he'd sign it.

Jennifer Horwitz
Environmental Planner
<mailto:jhorwitz@anchorqea.com>
Jennifer.Horwitz.CTR@dot.gov <mailto:Jennifer.Horwitz.CTR@dot.gov>
206.220.7515

From: Krueger, Paul W (UCO) [mailto:KruegeP@wsdot.wa.gov]
Sent: Thu 12/16/2010 10:50 AM
To: Horwitz, Jennifer (FTA)
Subject: Stillaguamish status FW: FW: Transportation Technical Advisory Group Meeting and other areas of interest

Hi Jennifer,

Can you confirm what Michelle is telling me?

Thanks,

Paul

Paul W. Krueger

Project Environmental Manager

WSDOT Environmental Services Office - Mega Projects

999 3rd Avenue, Suite 2200

Seattle, WA 98104

(206) 805-2892

kruegep@wsdot.wa.gov

From: Paxson, Michelle L
Sent: Thursday, December 16, 2010 10:47 AM
To: Krueger, Paul W (UCO)
Cc: 'Glover,Sandy'; 'Daryl Wendle'
Subject: RE: FW: Transportation Technical Advisory Group Meeting and other areas of interest

Cooperating, okay?

Michelle Paxson, PE

Mukilteo Multimodal Project Manager

WSF - Terminal Engineering

(206) 515-3855

From: Krueger, Paul W (UCO)
Sent: Thursday, December 16, 2010 10:42 AM
To: Paxson, Michelle L
Cc: 'Glover,Sandy'; 'Daryl Wendle'
Subject: RE: FW: Transportation Technical Advisory Group Meeting and other areas of interest

Have the Stillaguamish indicated an interest in cooperating or participating agency status?

Thanks,
Paul

Paul W. Krueger

Project Environmental Manager

WSDOT Environmental Services Office - Mega Projects

999 3rd Avenue, Suite 2200

Seattle, WA 98104

(206) 805-2892

kruegep@wsdot.wa.gov

From: Paxson, Michelle L
Sent: Thursday, December 16, 2010 10:35 AM
To: Krueger, Paul W (UCO)
Cc: Glover,Sandy; Daryl Wendle
Subject: FW: FW: Transportation Technical Advisory Group Meeting and other areas of interest

Michelle Paxson, PE

Mukilteo Multimodal Project Manager

WSF - Terminal Engineering

(206) 515-3855

From: Shawn Yanity [mailto:syanity@stillaguamish.com]
Sent: Wednesday, December 15, 2010 12:29 PM
To: Narte, Phillip D
Cc: Paxson, Michelle L; jennifer.horwitz.CTR@dot.gov
Subject: Re: FW: Transportation Technical Advisory Group Meeting and other areas of interest

Go ahead and send it all to us.
Thanks,
Shawn

On Dec 15, 2010 11:21 AM, "Narte, Phillip D" <NarteP@wsdot.wa.gov> wrote:

> Chairman Yanity,
>
>
>
> From the list below, could you please identify which of the following
> disciplines your tribe is interested in. Or are you interested in all?
>
>
>
> o Transportation Discipline Report
>
> o Ecosystems Discipline Report
>
> o Cultural Resources Discipline Report
>
> o Noise Discipline Report
>
> o Hazardous Materials Discipline Report
>
> o Environmental Justice Memo

>
> o Section 4(f) Evaluation
>
>
>
> Thanks,
>
>
>
>
> -----
>
> Phillip Narte
>
> Washington State Ferries
>
> Terminal Engineering Tribal Liaison
>
> 2901 3rd Avenue, Suite 500
>
> Seattle, WA 98121
>
> 206-389-8563
>
>
>
>
> From: Shawn Yanity [mailto:syanity@stillaguamish.nsn.us]
> Sent: Tuesday, December 14, 2010 1:33 PM
> To: Narte, Phillip D
> Subject: RE: Transportation Technical Advisory Group Meeting and other
> areas of interest
>
>
>
> I will be in DC then,,sorry.
>
>
>
> Phillip please use my other email, syanity@stillaguamish.com. I am
> trying to delete this one.
>
> Take care.
>
> Shawn
>
>
>
> _____
>
> From: Narte, Phillip D [mailto:NarteP@wsdot.wa.gov]
> Sent: Monday, December 13, 2010 2:16 PM
> To: Stan Walsh; Lena A. Tso; Elden Hillaire; Lora Pennington;
> syanity@Stillaguamish.nsn.us; Laura.Murphy@muckleshoot.nsn.us;
> ray@snoqualmiation.com; chmburch@snoqualmiation.com; Cindy Spiry

> Cc: Paxson, Michelle L; jennifer.horwitz.CTR@dot.gov
> Subject: RE: Transportation Technical Advisory Group Meeting and other
> areas of interest
>
>
>
> Greetings Tribal Representatives,
>
> The first technical advisory group meeting will
> be for the Transportation Discipline Report and is scheduled for
> Wednesday, December 15, 2010, from 10 AM to Noon at the Mukilteo City
> Hall, 11930 Cyrus Way, Mukilteo, WA 98275.
>
>
>
> To follow up on our meeting last Friday, FTA and WSF would like to make
> sure that we're coordinating with you on the topics that are of
> particular interest to you. I know that some of you have already told
> us what you're interested in when you filled out the Cooperating /
> Participating Agency form. Just to make sure we don't mistakenly leave
> any of you out of discussions that you're interested in, and also to
> avoid clogging your inboxes with information that you may not be
> interested in, please let us know which of the technical areas you'd
> like to be involved in. For most of the topics listed below, we'll have
> separate coordination meetings to work through study methodology and
> general coordination.
>
>
>
> o Transportation Discipline Report
>
> o Ecosystems Discipline Report
>
> o Cultural Resources Discipline Report
>
> o Noise Discipline Report
>
> o Hazardous Materials Discipline Report
>
> o Environmental Justice Memo
>
> o Section 4(f) Evaluation
>
>
>
>
>
>
>
> For those of you who were able to join us last Friday, thanks for a
> great meeting. On behalf of the project team, we really appreciate the
> time you spent to attend the meeting and your thoughtful comments.
>
>
>
> For those of you who were unable to join us, we'd be happy to arrange a
> short briefing for you. If you are interested please give me a call or

> reply to this email.
>
>
>
> Lastly, we will keep you abreast of any other meetings for the
> disciplines as they are scheduled, in the meantime please let us know
> which of the above disciplines you are interested in.
>
>
>
> Sincerely,
>
>
>
>
> -----
>
> Phillip Narte
>
> Washington State Ferries
>
> Terminal Engineering Tribal Liaison
>
> 2901 3rd Avenue, Suite 500
>
> Seattle, WA 98121
>
> 206-389-8563
>
>
>
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>
>
>
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>
>

Tulalip Tribes
(name of tribe)

- ☒ will act as a Cooperating Agency for the Mukilteo Multimodal Project
☐ will act as a Participating Agency for the Mukilteo Multimodal Project
☐ will not be involved in the Mukilteo Multimodal Project
☐ please keep us on the project mailing list
☐ please take us off the project mailing list

If your tribe will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your tribe would like to review.

- ☐ Transportation Discipline Report
☒ Ecosystems Discipline Report
☒ Cultural Resources Discipline Report
☐ Noise Discipline Report
☒ Hazardous Materials Discipline Report
☒ Environmental Justice Memo
☒ Section 4(f) Evaluation

Signature: _____

Daryl Williams

Date: 11-19-2010

Printed name and title: _____

Daryl Williams
Environmental Liaison

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

U.S. COAST GUARD

(name of agency)

- ☒ **will** act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ **will not** act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ please **keep us on** the project mailing list
- ☐ please **take us off** the project mailing list

If your agency will be acting as a participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

* SECURITY ISSUES

- ☐ Transportation Discipline Report
- ☐ Ecosystems Discipline Report
- ☐ Cultural Resources Discipline Report
- ☐ Noise Discipline Report
- ☐ Hazardous Materials Discipline Report
- ☐ Environmental Justice Memo
- ☐ Section 4(f) Evaluation

Signature:

Daryl R. Plag - CDR USCG

Date:

26 APR 10

Printed name and title:

POC

LT JENNIFER OSBURN

USCG SECTOR SEATTLE

1519 ALASKAN WAY S

SEATTLE WA

98134

Please return this form in the enclosed envelope to:

(206) 217-6673

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

APR 26 2010 PM 1:37

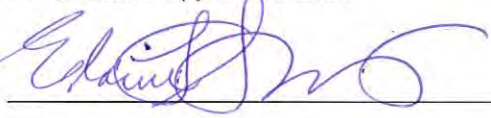
U.S. EPA

(name of agency)

- ☒ **will** act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ **will not** act as a Participating Agency for the Mukilteo Multimodal Project
- ☒ please **keep us on** the project mailing list
- ☐ please **take us off** the project mailing list

If your agency will be acting as a participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☒ Transportation Discipline Report
- ☒ Ecosystems Discipline Report
- ☒ Cultural Resources Discipline Report
- ☒ Noise Discipline Report
- ☒ Hazardous Materials Discipline Report
- ☒ Environmental Justice Memo
- ☐ Section 4(f) Evaluation

Signature: 

Date: 3/24/10

Printed name and title: Elaine L. Somers signing for

Christine B. Reichgott, Manager
Environmental Review & Sediment

Please return this form in the enclosed envelope to:

management unit

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

MAR 26 2010 AM 9:34

U.S. Fish and Wildlife Service
(name of agency)

- ☐ will act as a **Cooperating Agency** for the Mukilteo Multimodal Project
- ☒ will act as a **Participating Agency** for the Mukilteo Multimodal Project
- ☐ will **not be involved** in the Mukilteo Multimodal Project
- ☐ please **keep us on** the project mailing list
- ☐ please **take us off** the project mailing list

If your agency will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your agency would like to review.

- ☐ Transportation Discipline Report
- ☒ Ecosystems Discipline Report
- ☐ Cultural Resources Discipline Report
- ☒ Noise Discipline Report
- ☒ Hazardous Materials Discipline Report
- ☐ Environmental Justice Memo
- ☐ Section 4(f) Evaluation

Signature: 

Date: 3/29/2010

Printed name and title: Emily J. Teachout
Transportation Liaison Team Lead

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

MAR 31 2010 AM 9:25

WA DEPT. OF FISH & WILDLIFE
(name of agency)

- ☒ **will** act as a Participating Agency for the Mukilteo Multimodal Project
☐ **will not** act as a Participating Agency for the Mukilteo Multimodal Project
☒ please **keep us on** the project mailing list
☐ please **take us off** the project mailing list

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☒ Ecosystems Discipline Report
☐ Cultural Resources Discipline Report
☐ Noise Discipline Report
☐ Hazardous Materials Discipline Report
☐ Environmental Justice Memo
☐ Section 4(f) Evaluation

Signature: Laura M. Arber

Date: 4/19/10

Printed name and title: LAURA M. ARBER
MARINE AREA HABITAT BIOLOGIST

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

APR 22 2010 AM 10:29

LG
JB
Scan

DEPT. OF ARCHAEOLOGY AND HISTORIC PRESERVATION
(name of agency)

- ☒ **will** act as a Participating Agency for the Mukilteo Multimodal Project
☐ **will not** act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ please **keep us on** the project mailing list
☐ please **take us off** the project mailing list

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☐ Ecosystems Discipline Report
☒ Cultural Resources Discipline Report
☐ Noise Discipline Report
☐ Hazardous Materials Discipline Report
☐ Environmental Justice Memo
☒ Section 4(f) Evaluation

Signature: _____

Date: 9/1/10

Printed name and title: _____

Allyson Brooks
SHPO

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

APR 6 2010 PM 5:16

WASHINGTON STATE DEPARTMENT OF ECOLOGY

(name of agency)

- ☒ **will** act as a Participating Agency for the Mukilteo Multimodal Project
- ☐ **will not** act as a Participating Agency for the Mukilteo Multimodal Project
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- ☒ Hazardous Materials Discipline Report
- ☒ Environmental Justice Memo
- ☐ Section 4(f) Evaluation

Signature: Therese M. Swanson Date: NOV. 19, 2010

Printed name and title: Therese M. Swanson
Ecology Transportation Liaison

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

TRIBAL SCOPING INVITATIONS



**U.S. Department of Transportation
Federal Transit Administration**

REGION X, Alaska, Idaho, Oregon, Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)



**Washington State
Department of Transportation**

WSDOT Ferries Division (WSF)
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014

Paula J. Hammond, P.E.
Secretary of Transportation

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Cecile Hansen
Duwamish Tribe
4717 W. Marginal Way
Seattle, WA 98106

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairwoman Hansen:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

With this letter, FTA and WSF invite you to participate in an Agency and Tribal Scoping Meeting for the Mukilteo Multimodal Project. The purpose of the meeting is to solicit input regarding the proposed range of alternatives, the probable significant impacts and the specific environmental impacts to be analyzed in the EIS.

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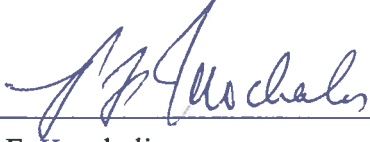
Please note that we would like to provide an opportunity for tribal representatives to meet separately with FTA after the formal scoping meeting. WSF staff will be available in case their participation would be helpful. The Department of Archaeology and Historic Preservation (DAHP) will also be invited to attend. Lunch will be provided, so please let us know if you plan on staying for the afternoon meeting, which will begin at 1:00 PM.

If you have any questions, please contact Jennifer Horwitz (FTA) at 206.220.7515 or via email at jennifer.horwitz.ctr@dot.gov. You may also contact Phillip Narte, WSF Tribal Liaison, 206.389.8563 or

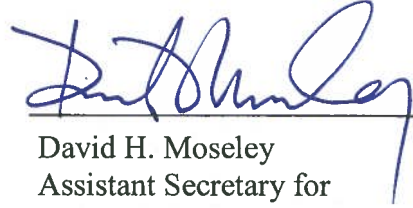
via email at nartep@wsdot.wa.gov. Additional information can be found on the project website at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agendas

cc: Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



**U.S. Department of Transportation
Federal Transit Administration**

REGION X, Alaska, Idaho, Oregon, Washington

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206-220-7959 (fax)



**Washington State
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WSDOT Ferries Division (WSF)
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014

Paula J. Hammond, P.E.
Secretary of Transportation

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Henry Cagey
Lummi Nation
2616 Kwina Road
Bellingham, WA 98226

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairman Cagey:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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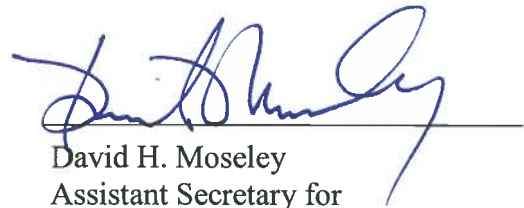
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Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: Lena Tso, THPO, Lummi Nation, w/attachments
Kelly Easter, Cultural Resources, Lummi Nation, w/attachments
Merle Jefferson, Lummi Nation, w/attachments
Elden Hillaire, Lummi Nation, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



**U.S. Department of Transportation
Federal Transit Administration**

REGION X, Alaska, Idaho, Oregon, Washington

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Federal Bldg, Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)



**Washington State
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WSDOT Ferries Division (WSF)
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014

Paula J. Hammond, P.E.
Secretary of Transportation

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

September 3, 2010

The Honorable Virginia Cross
Muckleshoot Indian Tribe of the Muckleshoot Reservation
39015 172nd Avenue SE
Auburn, WA 98082

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairwoman Cross:

In early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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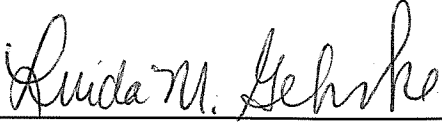
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via email at nartep@wsdot.wa.gov. Additional information can be found on the project website at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agendas

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe, w/attachments
Karen Walter, Natural Resources, Muckleshoot Indian Tribe, w/attachments
Glen St. Amant, Fisheries Manager, Muckleshoot Indian Tribe, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



**U.S. Department of Transportation
Federal Transit Administration**

REGION X, Alaska, Idaho, Oregon, Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)



**Washington State
Department of Transportation**

WSDOT Ferries Division (WSF)
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014

Paula J. Hammond, P.E.
Secretary of Transportation

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Robert Kelly, Jr.
Nooksack Indian Tribe
P.O. Box 157
Deming, WA 98244

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairman Kelly:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: George Swanaset, Jr., Nooksack Tribe, Cultural Resources, w/attachments
Gary Williams, Nooksack Tribe, Natural Resources, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



**U.S. Department of Transportation
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www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Thomas Wooten
Samish Indian Nation
P.O. Box 217
Anacortes, WA 98221

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairman Wooten:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: Diana Barg, Samish Indian Nation, Cultural Resources, w/attachments
Ted Gage, Samish Indian Nation, Planning Director, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



**U.S. Department of Transportation
Federal Transit Administration**

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www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Janice Mabee
Sauk-Suiattle Tribe
5318 Chief Brown Lane
Darrington, WA 98241

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairwoman Mabee:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: Norma Joseph, Sauk-Suiattle Tribe, Cultural Resources, w/attachments
Richard Wolten, Sauk-Suiattle Tribe, Natural Resources, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



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Federal Transit Administration**

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**Washington State
Department of Transportation**

WSDOT Ferries Division (WSF)
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Seattle, WA 98121-3014

Paula J. Hammond, P.E.
Secretary of Transportation

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Michael Evans
Snohomish Tribe of Indians
144 Railroad Avenue, Suite 201
Edmonds, WA 98020

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairman Evans:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

With this letter, FTA and WSF invite you to participate in an Agency and Tribal Scoping Meeting for the Mukilteo Multimodal Project. The purpose of the meeting is to solicit input regarding the proposed range of alternatives, the probable significant impacts and the specific environmental impacts to be analyzed in the EIS.

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If you have any questions, please contact Jennifer Horwitz (FTA) at 206.220.7515 or via email at jennifer.horwitz.ctr@dot.gov. You may also contact Phillip Narte, WSF Tribal Liaison, 206.389.8563 or

via email at nartep@wsdot.wa.gov. Additional information can be found on the project website at <http://www.wsdot.wa.gov/projects/ferries/mukilteo-terminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Shelley Burch
Snoqualmie Nation
P.O. Box 969
Snoqualmie, WA 98065

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairwoman Burch:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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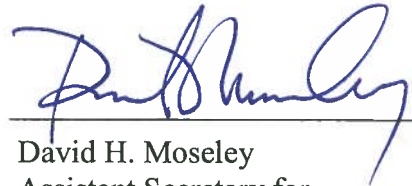
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Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: Ray Mullen, Snoqualmie Tribe, Cultural Resources, w/attachments
Cindy Spiry, Snoqualmie Tribe, Natural Resources, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Shawn Yanity
Stillaguamish Tribe
P.O. Box 277
Arlington, WA 98223

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairman Yanity:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: Kerry Lyste, Stillaguamish Tribe, Cultural Resources, w/attachments
Pat Stevenson, Stillaguamish Tribe, Natural Resources, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Leonard Forsman
Suquamish Tribe
P.O. Box 498
Suquamish, WA 98392-0498

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairman Forsman:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: Dennis Lewarch, Suquamish Tribe, Cultural Resources, w/attachments
Tom Ostrom, Suquamish Tribe, w/attachments
Alison O'Sullivan, Suquamish Tribe, Natural Resources, w/attachments
Michelle Hanson, Suquamish Tribe, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File



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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Brian Cladoosby
Swinomish Indian Tribal Community
11404 Moorage Way
LaConner, WA 98257

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairman Cladoosby:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: Larry Campbell, Swinomish Indian Tribal Community, Cultural Resources, w/attachments
Stan Walsh, Swinomish Indian Tribal Community, w/attachments
Lorraine Loomis, Swinomish Indian Tribal Community, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Melvin Sheldon, Jr.
Tulalip Tribes
6406 Marine Drive Northwest
Tulalip, WA 98271

**RE: Mukilteo Multimodal Project
Tribal Scoping Meeting**

Dear Chairman Sheldon:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: Hank Gobin, Tulalip Tribes, Cultural Resources, w/attachments
Richard Young, Tulalip Tribes, Environmental Programs, w/attachments
Daryl Williams, Tulalip Tribes, Environmental Liaison, w/attachments
George White, Tulalip Tribes, Public Affairs, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 30, 2010

The Honorable Jennifer Washington
Upper Skagit Tribe
25944 Community Plaza
Sedro-Woolley, WA 98284

RE: Mukilteo Multimodal Project
Tribal Scoping Meeting

Dear Chairwoman Washington:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

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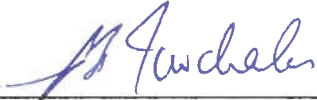
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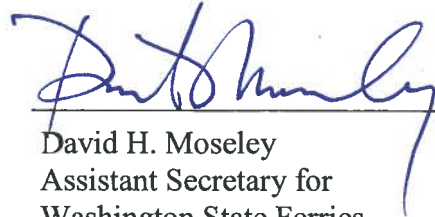
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Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agenda

cc: Scott Schuyler, Upper Skagit Tribe, Cultural Resources, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Project File

SECTION 106 CORRESPONDENCE



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
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Dr. Allyson Brooks
Washington State Department of Archaeology and Historic Preservation
1063 S. Capital Way, Suite 106
PO Box 48343
Olympia, Washington 98504-8343

RE: Mukilteo Multimodal Ferry Terminal Project Section 106 Consultation – Area of Potential Effect (APE)

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation (WSDOT) Ferries (WSF) division, is proposing a Multimodal Ferry Terminal project to address an identified transportation need in Snohomish County, Washington. This project constitutes an “undertaking” for purposes of Section 106 of the National Historic Preservation Act of 1966 and its related regulations. This letter both updates the project description sent you by letter dated December 11, 2003 with regard to the vertical extent of the undertaking, and extends an additional opportunity to consult on the proposed undertaking under Section 106 and related regulations (Subpart A, Section 36 CFR 800.2(a)(3) and 800.2(c)(4)).

Project Overview

WSF has three primary objectives for this project: 1) to construct a ferry terminal at Mukilteo that provides seamless and safe connections for ferry riders from Whidbey Island to bus, rail, bicycle, pedestrian and automobile travel modes, 2) to develop a multimodal facility that promotes use of High Occupancy Vehicle (HOV) and non-motorized transportation modes that is compatible with the environmental and community needs, and 3) to improve State revenue potential and reduce operational and maintenance costs. Components of the multimodal site and building program include:

- Two Operating Ferry Slips
- Secure Vehicle Holding for Two “Boatloads”
- Overhead Passenger Loading Connection to Ferries and to Commuter Rail
- Four Toll Booths
- Secure Walk-on Passenger Waiting
- Passenger Circulation, Security Screening and Ticketing Control

- Passenger Amenities Including Restrooms, Vending and Information
- Extension of SR 525 as an access road to the new terminal
- Potential Commercial Concessions
- Staff Facilities Including Agents Area and Crew Room
- Support Facilities Including Storage and Mechanical/Electrical Rooms
- Transit Center with Seven Bus Bays

WSF's Mukilteo Multimodal Ferry Terminal is occurring in the Mukilteo Tank farm area, where several other projects are also proposed or underway.

Project History

In 1954, the present ferry terminal was constructed at the existing location (see Figure X), and it was expanded in 1992. Over the years, ferry traffic has increased dramatically and the current facility is overtaxed. During peak times, traffic waiting to board a ferry backs up out of the ferry holding area into a lane for ferry traffic along the shoulder of State Route (SR) 525, causing congestion and making local traffic circulation difficult. In the mid-1990's, the City of Mukilteo led a planning effort that culminated in 1995 with the Mukilteo Multimodal Terminal and Access Study State Environmental Policy Act (SEPA) Programmatic Environmental Impact Statement (EIS). Both draft and final Programmatic EIS's were published in 1995. The EIS studied a proposal for a "multimodal" terminal that would co-locate ferry, transit and commuter rail services. The City's EIS process selected a preferred location – the Central Waterfront Site – on the Mukilteo Tank Farm property for the multimodal terminal (See the attached Figure for proposed location of the ferry terminal). The Tank Farm property lies along the waterfront east of the existing ferry terminal. The National Environmental Policy Act (NEPA) environmental review for this project will focus on the Central Waterfront site previously selected by the City, and will evaluate several alternative configurations for the project at that location as well as a No Action alternative at the current terminal location.

Archeological Resource Area of Potential Effect (APE) and Potential Effects

The proposed APE for archeological resources is defined in the following areas (see Figure):

Construction Footprint

The APE for the construction of the new facility area was determined by the horizontal extent of the proposed multimodal project boundary and the potential vertical distance for clearing, grading, and construction (see Figure). Since the project is early in the design process, WSF has not precisely defined the construction footprint and two alternatives are shown in the Figure. The majority of the upland construction footprint would lie within the Tank Farm (see Figure).

Vertical Extent -- Upland

Since the project is early in the design process, WSF has not precisely defined the extent of vertical excavation at the project site. Drilled shafts in the water and in the upland may go down 150 feet in some spots and excavation in some areas may go as deep as 30 feet for placement of stormwater

vaults. Minor grading will disturb the top one to three feet of existing soil across most of the project footprint. Excavation in localized areas (e.g., utility installation, foundation construction) is estimated to be between 5 and 10 feet, and excavation may go as deep as 30 feet for placement of stormwater vaults. At this point, WSDOT/WSF does not anticipate the extent of vertical excavation to exceed 10 percent of the overall project site.

Construction of columns to support an overhead passenger loading facility could require the use of up to four 6 to 10-foot diameter drilled shafts, which may require drilling up to 100 feet in depth. Construction of a deep pile foundation for a parking structure could require the use of smaller (approximately 2-foot diameter) drilled shafts, which may require drilling up to 50 feet in depth.

Excavation for the stormwater vaults, and for the drilled shafts would lie within the Tank Farm property.

Excavation and grading on the site could potentially un-earth cultural resources. Potential archaeological resources may also include Native American sites. As you know from our November 22, 2005 letter, recent archaeological monitoring indicates that there may be intact archaeological resources in some areas of the Tank Farm. Additional investigations will be conducted to further evaluate the extent and nature of the recently observed archaeological resources relative to the location of the proposed project.

Vertical Extent – In-Water

In-water construction could require the use of up to twelve 6 to 10-foot diameter drilled shafts, which may require drilling up to 150 feet in depth.

Existing Ferry Terminal Area

WSF would likely remove many of the in-water structures (wingwalls, towers, and floating dolphin) at the existing WSF ferry terminal.

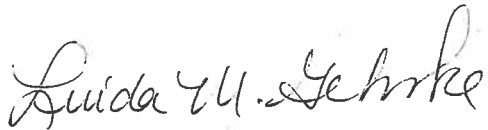
Historic Buildings and Structures APE and Potential Effects

The APE for historic buildings and structures was defined based on known and possible historic buildings and structures and the proximity of the proposed WSF Mukilteo Multimodal Ferry Terminal project to these known or potential buildings and structures. In addition, construction may result in vibrations, which may affect the historic buildings and structures to remain in place.

We appreciate your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party. We also invite comments regarding any other tribal concerns the proposed project may raise. Please provide a response by [*Project out 30 days beyond expected receipt of letter and put this date in here*] to discuss this undertaking and any identified areas of interest.

Should you have comments or questions about the project, please contact Tom Radmilovich by phone at (206) 220.7953 or by E-mail at thomas.radmilovich@fta.dot.gov.

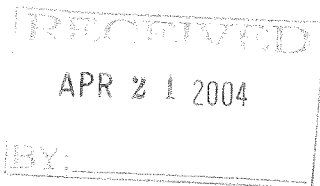
Sincerely,

A handwritten signature in cursive script that reads "Linda M. Gehrke". The signature is written in dark ink and is positioned above the printed name and title.

Linda Gehrke
Deputy Regional Administrator

Enclosure

cc: Matthew Sterner, Washington State Department of Archaeology and Historic Preservation
Tom Radmilovich, Community Planner, FTA
Kerry Ruth, Project Manager, WSF
Marsha Tolon, EIS Coordinator, WSDOT



file.

JB
MD-109

JB - comments
not attached

STATE OF WASHINGTON

DEPARTMENT OF COMMUNITY, TRADE & ECONOMIC DEVELOPMENT

Office of Archaeology and Historic Preservation

1063 S. Capitol Way, Suite 106 • PO Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065
Fax Number (360) 586-3067 • <http://www.oahp.wa.gov>

December 16, 2003

Ms. Jennifer Bowman
Federal Transit Administration
915 Second Avenue
Federal Bldg, Suite 3142
Seattle, Washington 98174-1002

Log No.: 121603-01-FTA
Re: Mukilteo Multimodal Facility Project

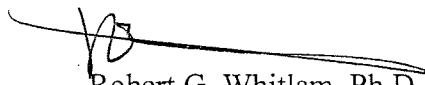
Dear Ms. Bowman:

We have reviewed the materials forwarded to our office for the proposed Mukilteo Multimodal Facility Project in Mukilteo, Snohomish County. Thank you for your description of the area of potential effect. We concur with your definition of the area of potential effect. We look forward to the results of your consultation with the concerned tribes and other parties and receiving the survey report.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer for compliance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4).

Thank you for the opportunity to comment and we look forward to further consultation on this project.

Sincerely,


Robert G. Whitlam, Ph.D.
State Archaeologist
(360) 586-3080
email: robw@cted.wa.gov

cc: S. Turner



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

January 3, 2006

Ms. Linda Gehrke
Deputy Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA 98174-1002

In future correspondence please refer to:
Log: 022305-22-FTA
Property: Mukilteo Multimodal Project
Re: More Information Needed

Dear Ms. Gehrke:

Thank you for hosting the meeting last week to unveil the 3D model for the Mukilteo Multimodal project. Let me start by saying that I was very impressed by Moffatt & Nichol's development of the model and Mr. Thomas' presentation. I also appreciate receiving a copy of the model on CD-ROM, giving me the opportunity to present it to our State Historic Preservation Officer (SHPO), Dr. Allyson Brooks.

Dr. Brooks shared many of my concerns after viewing the model. Dr. Brooks' main concern is that while the model effectively shows areas of impact and previous disturbance to the site, it fails to serve as a "predictive model" regarding cultural deposits that may exist beneath disturbed areas. The area depicted in the model as 'artificial fill' is informative, but no geomorphic data for soils or soil conditions below this fill horizon are incorporated into the model that would allow us to effectively predict the presence or absence of cultural resources.

Dr. Brooks was hoping that a more interdisciplinary approach to the development of the model would have allowed for the integration of more detailed geologic and geomorphic data. Please have Moffatt & Nichol contact Larson Anthropological Archaeological Services Ltd. (LAAS) to coordinate the incorporation of geologic and geomorphic data into the model that would provide a clearer picture of subsurface conditions at the project site. While no models are 100 percent effective, without a thorough understanding of underlying soils, ancient shorelines, etc., we cannot begin to 'predict' the possible presence of cultural resources.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Please feel free to contact me should you have any specific questions about our request.



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,



Matthew Sterner, M.A., RPA
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

Cc: Nicole McIntosh, WSF
Kerry Ruth, WSF
Marsha Tolon, WSDOT



FISHERIES DEPARTMENT

360/598-3311

Fax 360/598-4666

THE SUQUAMISH TRIBE

P.O. Box 498

Suquamish, Washington 98392

April 3, 2006

Linda Gerhke, Deputy Regional Administrator
Federal Transit Administration
Federal Building, Suite 3142
915 Second Avenue
Seattle, WA 98174-1002

APR 4 2006 AM 9:54

RE: Mukilteo Multimodal Ferry Terminal Project
Draft Cultural Resources Report Review
Suquamish Tribe Reference: 06-03-15-3

Dear Ms. Gerhke:

Thank you for consulting the Suquamish Tribe regarding the Mukilteo Multimodal Ferry Terminal Project, Snohomish County, Washington, and for providing the opportunity to review the *Draft Cultural Resource Assessment Discipline Report* prepared by Larson Anthropological Archaeological Services Limited. The Area of Potential Effect (APE) is an area used traditionally by the Suquamish Tribe and is in the adjudicated Usual & Accustomed Fishing Places of the Tribe.

The Suquamish Tribe does not have specific information regarding Traditional Cultural Places in the APE, and ethnographic records do not indicate any Suquamish place names in or adjacent to the project. The Suquamish Tribe does not have any comments on the draft cultural resource discipline report. The Tribe looks forward to receiving and reviewing the archaeological assessment plan for the Mukilteo Shoreline Site (45SN393) prepared by Northwest Archaeological Associates, Inc.

Thank you again for consulting with the Suquamish Tribe and allowing the Tribe the opportunity to review the cultural resource investigations conducted for the Mukilteo Multimodal Ferry Terminal Project. Please contact me at (360) 394-8529 or via e-mail at dlewarch@suquamish.nsn.us if you have questions regarding the project.

Sincerely,

Dennis E. Lewarch

Dennis E. Lewarch
Archaeologist

Cc: Robert G. Whitlam, State Archaeologist, Department of Archaeology and Historic Preservation



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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FEB 12 2007 AM 9:45

February 6, 2007

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 022305-22-FTA

Property: Mukilteo Multimodal Project

Re: Review Comments

Dear Mr. Krochalis:

Thank you for submitting the draft report entitled, *Results of Additional Heritage Resources Investigations at the Mukilteo Multimodal Ferry Terminal Project Site*, by Northwest Archaeological Associates Inc. for the Mukilteo Ferry Dock undertaking. The Mukilteo Multimodal Project project is being reviewed under Section 106 of the National Historic Preservation Act of 1966 (as amended) and implementing regulations 36 CFR Part 800. Our review is based upon documentation contained in the report dated December 14, 2006. In general, the report was thorough and informative, documenting the field investigations and providing a professional and competent assessment of the extent, integrity, and sensitivity of the cultural resource.

The report identifies three cultural resources in the area of potential effect:

- 45SN393, a midden site representing prolonged occupation of the area and referred to as the Mukilteo Shoreline Site,
- 45SN404, a historical-period site representing the early settlement of Mukilteo as well as Crown Lumber Mill-era facilities, and
- 45SN108, the Point Elliott Treaty site.

The report authors are recommending to the federal agency that all three sites are eligible for listing on the National Register of Historic Places under various criteria. We are not able to concur with those findings until we receive a formal determination of eligibility from the appropriate federal agency.

DAHP will need the following additional information before the agency can finalize its review:

- Little to no information was contained in the report regarding tribal perspective on the history of the landform and the significance of the sites. While written historical records are not generally



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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maintained by Washington tribal groups, no visible effort to collect tribal perspective on the history of the area was incorporated into the document. If this information is to be presented in a separate document, that should be stated in the report.

- No mention was made of the volume of materials screened during excavation of backhoe trenches in the area of 45SN393. The report indicates that “spoils from the trenches . . . were screened,” but fails to indicate whether this represented 100% of the midden materials or a smaller percentage. We will need more information in order to understand the density of the midden deposits.
- No mention is made for the paucity of archaeological borings made in the area of Tank Platforms 1 and 2. The lack of borings in this location makes definition of the southern boundary of the midden problematic. Please provide an explanation for the missing data.
- There is no standard unit of measure used throughout the report. Metric units are used to describe much of the archaeology, while English units are referenced for much of the stratigraphy description. Also, many of the figures (i.e., Figures 12, 13, 17, 18) have no key and units of measure are not indicated.
- Figure 13 shows a profile of Backhoe Trench 6 that identifies a “possible stake mold” in the midden-defined Stratum II, yet no further explanation of this possible feature was presented. Please provide an explanation as to whether the feature prehistoric in origin?

Thank you for the opportunity to review and comment. We look forward to reviewing the final document along with your formal determination of site eligibility and project effects.

Sincerely,



Matthew Sterner, M.A., RPA
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



THE TULALIP TRIBES

Cultural Resources Department
xalal?tx"

6410 - 23rd Avenue N.E.
Tulalip, WA 98271-9694
(360) 651-3300
FAX (360) 651-3312

The Tulalip Tribes are the successors in
interest to the Snohomish,
Snoqualmie, and Skykomish tribes
and other tribes and band signatory
to the Treaty of Point Elliott

March 28, 2007

Mr. Daniel Drais
U.S. Department of Transportation
Federal Transit Administration
915 Second Ave.
Federal Bldg., Suite 3124
Seattle, WA 98174

MAR 29 2007 AM 8:25

RE: Mukilteo Ferry Terminal Site Cultural Resources.

Dear Mr. Drais:

The Tulalip Tribes submits the following comments concerning the Draft Report on Heritage Resources Investigations at the Mukilteo Ferry Terminal Site ("Heritage Resources Report"), prepared by Northwest Archaeological Associates. The report details archaeological investigations in connection with the proposed construction of a new Washington State Ferry terminal south of Mukilteo at Point Elliott ("Project").

The location of the project is within the aboriginal territory of occupation "Usual and "usual and accustomed" fishing area of the Tulalip Tribes. The Tulalip Tribes are composed largely of people who are descendants of the Snohomish, Snoqualmie and Skykomish Tribes. U.S. v. Washington 626 F.Supp. 1405, 1527 (W.D. Wash 1985). The largest of the Tulalip Tribes is the Snohomish, for which The Tulalip Tribes are the legal successors in interest. The Snohomish occupied villages along the Snohomish watershed, and on the saltwater on Whidbey and Camano Islands, and the eastern shores of Puget Sound from Port Susan south to below what is currently known as Richmond Beach, (s'toboc in our language). As correctly stated in the Heritage Resources Report, the Project is located in Snohomish territory.

Significance of Site to the Tulalip Tribes:

The site of the proposed project is an important historic, cultural and traditional site of the Tulalip Tribes. What is now referred to as Point Elliott was referred to by our people as bekliti'o. Located on a point between Possession Sound and Port Gardner, it has been an important location for cultural activities, fishing, camping and gathering for countless generations of Tulalip people. The Heritage Resources Report profoundly details the importance of the site: Voluminous cultural resources remain at the site, documented long term occupation and use of this site by Tulalip ancestors for at least 1000 years, and the selection of this site for the Point Elliott Treaty signing. To this day, this area remains an important fishing and shell fishing ground for the Tulalip people.

Indian place names for landmarks indicate tribal territories. The Snohomish had numerous place names for the project area, and adjacent landmarks. Because this area is where the waters narrowed, we refer to this area as bekliti'o, "narrow passage," and known as a good place to fish and camp. Nearby is a shoreline landmark, skels, or "dirty rocks." South of Point Elliott is HLEq'tei

The Heritage Resources Report correctly identifies this area as Snohomish territory. The intact cultural deposits contain the history of our people, and form a continuing connection to our past. There is no question this is a significant historical and cultural site (45SN393) and it should be placed on the National Register of Historic Places.

The Heritage Resources Report also notes the historic importance of the site as the location of the signing of the Treaty of Point Elliott site (45SN108). This event marked a time of tragic changes for our people. Through oral histories, we hear of the great pressures federal officers applied to Indian tribes, already ravaged by new diseases, to sign the treaty. Determined federal officials intent on taking vast tracts of Indian land for settlement and timber forced the treaty through quickly. The pressures applied and messages provided were not subtle. Our oral histories speak of poles erected at the treaty grounds, to which ropes with nooses were hung by United States Military Officials. The implication to the Tribes implications of that gesture was clear-, "sign the treaty or you will you'll be hanged."

The treaty brought changes that were catastrophic in terms of lost territories, restricted access to cultural, spiritual and gathering places, forced relocations to reservations, prohibitions on cultural practices, prohibitions on speaking our language, compulsory boarding schools, and a permanent changes to our land based life ways. We were denied access to the places of our seasonal grounds and confined to a small reservation. What we endured is referred to now as "ethnic cleansing" and genocide. The elders that lived through this time passed oral histories documenting the pain and enormous hardship of the time that followed. It was through the strength of these elders that we persevered and survived as a people.

The treaty history cuts both ways, as the treaty establishes the United States recognition of Indian tribes as nations who must be dealt with on a nation-to-nation basis, by treaty. The Treaty of Point Elliott reserves important rights to the treaty tribes to fish at all "Usual and Accustomed" places, and to hunt and gather on all open and unclaimed lands. These treaty provisions, which were insisted on by our leaders, have allowed Tulalip and the other treaty tribes to maintain ties to aboriginal areas and fishing grounds, and also to maintain connections to cultural resources and places throughout the Puget Sound and surrounding lands.

So, despite the painful memories and great losses which the treaty time precipitated, the treaty signing is a significant event in the history of the Tulalip Tribes, and the site of the treaty signing should be placed on the National Register of Historic Places.

Traditional Cultural Property:

Section 106 of the National Historic Preservation Act requires federal agencies to consult with tribes when they attach cultural, religious or spiritual significance to a site. The project site at Point Elliott is culturally and spiritually significant to the Tulalip Tribes. Both the pre-treaty site, which was extensively used by our ancestors for at least a thousand years, and the site of the treaty signing, are important cultural, spiritual and historic sites of our people. They should be treated not only as historic sites, but as sites eligible for inclusion on the register as traditional cultural properties. *See 16 USC§470a(d)(6), National Register Bulletin 38, Guidelines for Traditional Cultural Properties.*

To the Tulalip people, this is not an archaeological site, and its value is not in scientific analysis. This is a living site of our ancestors, and it has immeasurable cultural and spiritual values. Many, if not most, of our important off-reservation cultural and historic sites have been decimated or destroyed by non-Indian development. The investigation done at the site reveals a good portion of this site, although impacted by prior development, remains intact under previously placed fill. Places where the remains of our villages and gathering places remain intact must be preserved, in order to preserve the living culture of the Tulalip Tribes.

The Need for Additional Investigation of the Site:

The findings made by Northwest Archaeological Associates reveal significant information about the area and age of the site impacted by the proposed development. The investigations, however, have been limited and there are many substantive questions that remain unanswered. Were there village longhouses located in the project area? Are there burial grounds in or near the project area? Is there evidence of the treaty encampment in or near the project area? Are there items of spiritual significance or cultural patrimony located in the project area? The limited investigation could not answer these important questions, as well as others about the various uses of the site over time.

Given that the proposed project will adversely impact and cover a great deal of this important site, the Tulalip Tribes strongly recommends additional site investigation to more fully determine the location and contents of cultural resources at the site. It would also be useful to expand the investigation to adjacent cultural deposits to better understand the site. This is an opportunity to learn more about one of the remaining significant sites of the Tulalip people. We also believe it is imperative to do further investigation in order to get a better gauge of the adverse impacts of the proposed project, and measures required to avoid or minimize those impacts.

The Department of Archaeology and Historic Preservation has gone on record indicating that it is likely that Native American burials exist at the site, although none have been found thus far. (3-15-07 Everett Herald reported, *"Given the well-documented preservation of bone we expect that there are human remains somewhere on the site," Allyson Brooks wrote to Secretary of Transportation Doug MacDonald in a Jan. 22 e-mail*).

Determining the location of any burials that may be at the site is imperative to ensuring no adverse impacts to burials and providing for their respectful treatment.

The Tulalip Tribes should be closely involved in decision making and field work regarding any further investigations of the site.

Area of Potential Effect Inadequate:

Given the findings, Tulalip believes the "area of potential effect" is inadequate and should be re-assessed. Given the significant, intact cultural materials extending throughout the project site, it is inaccurate to state that the vertical APE is 1 to 3 feet over most of the site. All of site located underneath the proposed project will be affected, because it will be covered by the development. If any burials are located at the site, they will be adversely impacted because they will be covered by concrete and development activities inconsistent with burials. The same is true for other culturally important objects that may be located in the area of cultural deposits.

Because the impacts extend to the cultural deposits that will be covered by the project, more investigation is needed of these deposits. In addition, the specific areas where pilings are proposed should be fully excavated and investigated prior to placement of the pilings.

Trust Responsibility:

The United States and its agencies have a trust responsibility to Indian Tribes. As both owner of this property and the permitting authority for this project, this fiduciary standard of care applies to decision making impacting tribal cultural resources affected by the Project. The trust responsibilities are, in part, embodied in the treaty and in executive orders and statutes such as the Archaeological Resources Protection Act, the National Historic Preservation Act, the Religious Freedom Restoration Act, the Sacred Sites Act,

and the Native American Graves Protection and Repatriation Act. The federal government owes a duty to fully enforce the provisions of these federal laws against the backdrop of its fiduciary responsibility to Indian tribes. It would be inappropriate and unlawful to delegate any of these trust responsibilities to non-federal project proponents.

Among the impacts that this project may have on this site is the impact that flows from a proposed change of ownership from the federal government to the State of Washington. Unlike the federal government, the state government has no trust responsibility to Indian Tribes, and the state's interest is in building the new ferry terminal, not protecting important cultural resources. The site may also lose the protection of important federal laws, such as NAGPRA, if the land is transferred. These impacts must be carefully evaluated, with meaningful tribal consultation prior to any transfer of land ownership. The Tulalip Tribes object to any transfer that would result in a lower standard of fiduciary care by the federal government with regard to the cultural resources onsite.

Adverse Impacts to the Site:

Even with the limited archaeological investigations conducted thus far, Northwest Archaeological Associates found that both project alternatives will result in adverse impacts to the site. According to the Heritage Resources Report, 45SN393 is "almost entirely within the APE of either alternative." A much more thorough analysis and discussion needs to occur regarding the nature and scope of adverse effects on the site. Before this can occur, a more detailed investigation is needed to more fully determine nature and scope of the site and its cultural treasures it contains. Only after we know better what is there can we accurately assess adverse effects.

The Tulalip Tribes disagree as to the limited view of the adverse impacts described in the Heritage Resources Report. The adverse impacts to The Tulalip Tribes are not only from physical disruptions of the cultural deposits, but the impacts that inherently flow from large scale development over an important traditional cultural property of our people. Data recovery alone is not sufficient to mitigate for these substantial adverse impacts to a largely intact site. Tulalip is not opposed to gathering more information, but this alone will not mitigate for the damage that will be done to the site. The values of this site that will be adversely impacted include the ability of Tulalip people to maintain a meaningful connection to the cultural resources located at this place of our ancestors. Assessment must occur regarding the effect of this project on the Tribal cultural associations with the aspects of this site that qualify it as a traditional and culturally important historic property.

The same is true with regard to the treaty site. More investigation is required to determine if the treaty encampments can be located. Tulalip does not agree that the construction of the project will not alter the characteristics that qualify this site for the register. The site cannot be properly preserved based on insufficient investigation of this important feature of the site. If the treaty site is going to receive the protection it deserves, the federal government must make a much greater effort at identifying its location, and taking proper measures to protect it.

Ways of avoiding or greatly minimizing impacts are the preferred approach. Given how little of the Tribes off-reservation cultural heritage on the Puget Sound is protected, this is an opportunity for the federal government to be proactive and consult with the Tribes on ways in which cultural site protection and mitigation can be for the benefit and use of Tulalip people living today, rather than through the usual tourist plaque or kiosk.

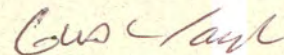
On-going Consultation Responsibilities of Federal Government:

We understand that the Federal Transit Administration is including its Sec. 106 responsibilities as part of the NEPA process. While Tulalip has no objection to this in principle, we want to emphasize that all of the consultation and assessment responsibilities contained in the National Historic Preservation Act are independently applicable. The National Historic Preservation Act is a "stop, look and listen" statute separate from NEPA that focuses on preservation of historically significant sites, including those with cultural and spiritual significance to tribes.

We expect the Federal Transit Administration to follow all tribal consultation requirements contained in the National Historic Preservation Act, and its implementing regulations. These include consultation regarding any decision on the significance of these sites, further assessment of adverse effects, and decision regarding avoiding, minimizing or mitigating for these adverse impacts. Consultation must be viewed against the backdrop of tribal sovereignty, the federal government's fiduciary responsibilities and Tulalip Tribes legitimate interests in protecting sites of cultural and spiritual significance.

I look forward to hearing from the Federal Transit Administration directly regarding further consultations on these important issues related to this cultural site.

Sincerely,



Gus Taylor, Executive Director
For Hank Gobin, Manager
Cultural Resources Department
The Tulalip Tribes Of Washington

HG:TB:jdb

Cc: R.F. Krochalis, Regional Administrator
Federal Transit Administration
Phillip Narte, WSF
Tulalip B.O.D.'s
Shelly Lacy, General Manager, T.T.T.
Danny Simpson, Executive Director, T.T.T.
Richard Young, Environmental Director, T.T.T.
Tim Brewer, Reservation Attorney, T.T.T.



THE TULALIP TRIBES

Cultural Resources Department
xalal?tx"

6410 - 23rd Avenue N.E.
Tulalip, WA 98271-9694
(360) 651-3300
FAX (360) 651-3312

The Tulalip Tribes are the successors in
interest to the Snohomish,
Snoqualmie, and Skykomish tribes
and other tribes and band signatory
to the Treaty of Point Elliott

March 28, 2007

Mr. Daniel Drais
U.S. Department of Transportation
Federal Transit Administration
915 Second Ave.
Federal Bldg., Suite 3124
Seattle, WA 98174

MAR 29 2007 AM 8:25

RE: Mukilteo Ferry Terminal Site Cultural Resources.

Dear Mr. Drais:

The Tulalip Tribes submits the following comments concerning the Draft Report on Heritage Resources Investigations at the Mukilteo Ferry Terminal Site ("Heritage Resources Report"), prepared by Northwest Archaeological Associates. The report details archaeological investigations in connection with the proposed construction of a new Washington State Ferry terminal south of Mukilteo at Point Elliott ("Project").

The location of the project is within the aboriginal territory of occupation "Usual and "usual and accustomed" fishing area of the Tulalip Tribes. The Tulalip Tribes are composed largely of people who are descendants of the Snohomish, Snoqualmie and Skykomish Tribes. U.S. v. Washington 626 F.Supp. 1405, 1527 (W.D. Wash 1985). The largest of the Tulalip Tribes is the Snohomish, for which The Tulalip Tribes are the legal successors in interest. The Snohomish occupied villages along the Snohomish watershed, and on the saltwater on Whidbey and Camano Islands, and the eastern shores of Puget Sound from Port Susan south to below what is currently known as Richmond Beach, (s'toboc in our language). As correctly stated in the Heritage Resources Report, the Project is located in Snohomish territory.

Significance of Site to the Tulalip Tribes:

The site of the proposed project is an important historic, cultural and traditional site of the Tulalip Tribes. What is now referred to as Point Elliott was referred to by our people as bekliti'o. Located on a point between Possession Sound and Port Gardner, it has been an important location for cultural activities, fishing, camping and gathering for countless generations of Tulalip people. The Heritage Resources Report profoundly details the importance of the site: Voluminous cultural resources remain at the site, documented long term occupation and use of this site by Tulalip ancestors for at least 1000 years, and the selection of this site for the Point Elliott Treaty signing. To this day, this area remains an important fishing and shell fishing ground for the Tulalip people.

Indian place names for landmarks indicate tribal territories. The Snohomish had numerous place names for the project area, and adjacent landmarks. Because this area is where the waters narrowed, we refer to this area as bekliti'o, "narrow passage," and known as a good place to fish and camp. Nearby is a shoreline landmark, skels, or "dirty rocks." South of Point Elliott is HLEq'tei

The Heritage Resources Report correctly identifies this area as Snohomish territory. The intact cultural deposits contain the history of our people, and form a continuing connection to our past. There is no question this is a significant historical and cultural site (45SN393) and it should be placed on the National Register of Historic Places.

The Heritage Resources Report also notes the historic importance of the site as the location of the signing of the Treaty of Point Elliott site (45SN108). This event marked a time of tragic changes for our people. Through oral histories, we hear of the great pressures federal officers applied to Indian tribes, already ravaged by new diseases, to sign the treaty. Determined federal officials intent on taking vast tracts of Indian land for settlement and timber forced the treaty through quickly. The pressures applied and messages provided were not subtle. Our oral histories speak of poles erected at the treaty grounds, to which ropes with nooses were hung by United States Military Officials. The implication to the Tribes implications of that gesture was clear-, "sign the treaty or you will you'll be hanged."

The treaty brought changes that were catastrophic in terms of lost territories, restricted access to cultural, spiritual and gathering places, forced relocations to reservations, prohibitions on cultural practices, prohibitions on speaking our language, compulsory boarding schools, and a permanent changes to our land based life ways. We were denied access to the places of our seasonal grounds and confined to a small reservation. What we endured is referred to now as "ethnic cleansing" and genocide. The elders that lived through this time passed oral histories documenting the pain and enormous hardship of the time that followed. It was through the strength of these elders that we persevered and survived as a people.

The treaty history cuts both ways, as the treaty establishes the United States recognition of Indian tribes as nations who must be dealt with on a nation-to-nation basis, by treaty. The Treaty of Point Elliott reserves important rights to the treaty tribes to fish at all "Usual and Accustomed" places, and to hunt and gather on all open and unclaimed lands. These treaty provisions, which were insisted on by our leaders, have allowed Tulalip and the other treaty tribes to maintain ties to aboriginal areas and fishing grounds, and also to maintain connections to cultural resources and places throughout the Puget Sound and surrounding lands.

So, despite the painful memories and great losses which the treaty time precipitated, the treaty signing is a significant event in the history of the Tulalip Tribes, and the site of the treaty signing should be placed on the National Register of Historic Places.

Traditional Cultural Property:

Section 106 of the National Historic Preservation Act requires federal agencies to consult with tribes when they attach cultural, religious or spiritual significance to a site. The project site at Point Elliott is culturally and spiritually significant to the Tulalip Tribes. Both the pre-treaty site, which was extensively used by our ancestors for at least a thousand years, and the site of the treaty signing, are important cultural, spiritual and historic sites of our people. They should be treated not only as historic sites, but as sites eligible for inclusion on the register as traditional cultural properties. *See 16 USC§470a(d)(6), National Register Bulletin 38, Guidelines for Traditional Cultural Properties.*

To the Tulalip people, this is not an archaeological site, and its value is not in scientific analysis. This is a living site of our ancestors, and it has immeasurable cultural and spiritual values. Many, if not most, of our important off-reservation cultural and historic sites have been decimated or destroyed by non-Indian development. The investigation done at the site reveals a good portion of this site, although impacted by prior development, remains intact under previously placed fill. Places where the remains of our villages and gathering places remain intact must be preserved, in order to preserve the living culture of the Tulalip Tribes.

The Need for Additional Investigation of the Site:

The findings made by Northwest Archaeological Associates reveal significant information about the area and age of the site impacted by the proposed development. The investigations, however, have been limited and there are many substantive questions that remain unanswered. Were there village longhouses located in the project area? Are there burial grounds in or near the project area? Is there evidence of the treaty encampment in or near the project area? Are there items of spiritual significance or cultural patrimony located in the project area? The limited investigation could not answer these important questions, as well as others about the various uses of the site over time.

Given that the proposed project will adversely impact and cover a great deal of this important site, the Tulalip Tribes strongly recommends additional site investigation to more fully determine the location and contents of cultural resources at the site. It would also be useful to expand the investigation to adjacent cultural deposits to better understand the site. This is an opportunity to learn more about one of the remaining significant sites of the Tulalip people. We also believe it is imperative to do further investigation in order to get a better gauge of the adverse impacts of the proposed project, and measures required to avoid or minimize those impacts.

The Department of Archaeology and Historic Preservation has gone on record indicating that it is likely that Native American burials exist at the site, although none have been found thus far. (3-15-07 Everett Herald reported, *"Given the well-documented preservation of bone we expect that there are human remains somewhere on the site," Allyson Brooks wrote to Secretary of Transportation Doug MacDonald in a Jan. 22 e-mail*).

Determining the location of any burials that may be at the site is imperative to ensuring no adverse impacts to burials and providing for their respectful treatment.

The Tulalip Tribes should be closely involved in decision making and field work regarding any further investigations of the site.

Area of Potential Effect Inadequate:

Given the findings, Tulalip believes the "area of potential effect" is inadequate and should be re-assessed. Given the significant, intact cultural materials extending throughout the project site, it is inaccurate to state that the vertical APE is 1 to 3 feet over most of the site. All of site located underneath the proposed project will be affected, because it will be covered by the development. If any burials are located at the site, they will be adversely impacted because they will be covered by concrete and development activities inconsistent with burials. The same is true for other culturally important objects that may be located in the area of cultural deposits.

Because the impacts extend to the cultural deposits that will be covered by the project, more investigation is needed of these deposits. In addition, the specific areas where pilings are proposed should be fully excavated and investigated prior to placement of the pilings.

Trust Responsibility:

The United States and its agencies have a trust responsibility to Indian Tribes. As both owner of this property and the permitting authority for this project, this fiduciary standard of care applies to decision making impacting tribal cultural resources affected by the Project. The trust responsibilities are, in part, embodied in the treaty and in executive orders and statutes such as the Archaeological Resources Protection Act, the National Historic Preservation Act, the Religious Freedom Restoration Act, the Sacred Sites Act,

and the Native American Graves Protection and Repatriation Act. The federal government owes a duty to fully enforce the provisions of these federal laws against the backdrop of its fiduciary responsibility to Indian tribes. It would be inappropriate and unlawful to delegate any of these trust responsibilities to non-federal project proponents.

Among the impacts that this project may have on this site is the impact that flows from a proposed change of ownership from the federal government to the State of Washington. Unlike the federal government, the state government has no trust responsibility to Indian Tribes, and the state's interest is in building the new ferry terminal, not protecting important cultural resources. The site may also lose the protection of important federal laws, such as NAGPRA, if the land is transferred. These impacts must be carefully evaluated, with meaningful tribal consultation prior to any transfer of land ownership. The Tulalip Tribes object to any transfer that would result in a lower standard of fiduciary care by the federal government with regard to the cultural resources onsite.

Adverse Impacts to the Site:

Even with the limited archaeological investigations conducted thus far, Northwest Archaeological Associates found that both project alternatives will result in adverse impacts to the site. According to the Heritage Resources Report, 45SN393 is "almost entirely within the APE of either alternative." A much more thorough analysis and discussion needs to occur regarding the nature and scope of adverse effects on the site. Before this can occur, a more detailed investigation is needed to more fully determine nature and scope of the site and its cultural treasures it contains. Only after we know better what is there can we accurately assess adverse effects.

The Tulalip Tribes disagree as to the limited view of the adverse impacts described in the Heritage Resources Report. The adverse impacts to The Tulalip Tribes are not only from physical disruptions of the cultural deposits, but the impacts that inherently flow from large scale development over an important traditional cultural property of our people. Data recovery alone is not sufficient to mitigate for these substantial adverse impacts to a largely intact site. Tulalip is not opposed to gathering more information, but this alone will not mitigate for the damage that will be done to the site. The values of this site that will be adversely impacted include the ability of Tulalip people to maintain a meaningful connection to the cultural resources located at this place of our ancestors. Assessment must occur regarding the effect of this project on the Tribal cultural associations with the aspects of this site that qualify it as a traditional and culturally important historic property.

The same is true with regard to the treaty site. More investigation is required to determine if the treaty encampments can be located. Tulalip does not agree that the construction of the project will not alter the characteristics that qualify this site for the register. The site cannot be properly preserved based on insufficient investigation of this important feature of the site. If the treaty site is going to receive the protection it deserves, the federal government must make a much greater effort at identifying its location, and taking proper measures to protect it.

Ways of avoiding or greatly minimizing impacts are the preferred approach. Given how little of the Tribes off-reservation cultural heritage on the Puget Sound is protected, this is an opportunity for the federal government to be proactive and consult with the Tribes on ways in which cultural site protection and mitigation can be for the benefit and use of Tulalip people living today, rather than through the usual tourist plaque or kiosk.

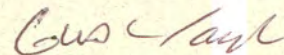
On-going Consultation Responsibilities of Federal Government:

We understand that the Federal Transit Administration is including its Sec. 106 responsibilities as part of the NEPA process. While Tulalip has no objection to this in principle, we want to emphasize that all of the consultation and assessment responsibilities contained in the National Historic Preservation Act are independently applicable. The National Historic Preservation Act is a "stop, look and listen" statute separate from NEPA that focuses on preservation of historically significant sites, including those with cultural and spiritual significance to tribes.

We expect the Federal Transit Administration to follow all tribal consultation requirements contained in the National Historic Preservation Act, and its implementing regulations. These include consultation regarding any decision on the significance of these sites, further assessment of adverse effects, and decision regarding avoiding, minimizing or mitigating for these adverse impacts. Consultation must be viewed against the backdrop of tribal sovereignty, the federal government's fiduciary responsibilities and Tulalip Tribes legitimate interests in protecting sites of cultural and spiritual significance.

I look forward to hearing from the Federal Transit Administration directly regarding further consultations on these important issues related to this cultural site.

Sincerely,



Gus Taylor, Executive Director
For Hank Gobin, Manager
Cultural Resources Department
The Tulalip Tribes Of Washington

HG:TB:jdb

Cc: R.F. Krochalis, Regional Administrator
Federal Transit Administration
Phillip Narte, WSF
Tulalip B.O.D.'s
Shelly Lacy, General Manager, T.T.T.
Danny Simpson, Executive Director, T.T.T.
Richard Young, Environmental Director, T.T.T.
Tim Brewer, Reservation Attorney, T.T.T.



LUMMI INDIAN BUSINESS COUNCIL

2616 KWINA ROAD · BELLINGHAM, WASHINGTON 98226 · (360)384-1489

DEPARTMENT _____ EXT. _____

April 9, 2007

Daniel Drais, Environmental Manager
Federal Transit Administration
915 Second Avenue, Rm 3142
Seattle, Washington 98174

RE: Mukilteo Multimodal Ferry Terminal Project

Dear Daniel Drais:

The Lummi Nation has received notice of the above-referenced report and is responding as an affected tribe.

The LNTHPO is in receipt of Northwest Archaeological Associates, Inc.'s, "Draft Results of Additional Heritage Resources Investigations at the Mukilteo Multimodal Ferry Terminal Project Site" dated December 14, 2006 and we concur with the results on pages 37-95; however, LNTHPO is not in concurrence with the Summary and Management Implications on pages 99-112.

The compact and upland build alternatives for the new terminal will adversely impact archaeological resources. The presented information and identified materials in the archaeological investigation by Northwest Archaeological Associates and foremost the culture and oral history of our nation have determined that the proposed build site and surrounding areas are very significant to tribes specific to the 1855 Point Elliot Treaty signatories. It is the position of the Lummi Nation that data recovery is a sufficient method of preservation and the best method to achieve preservation and protection of our irreplaceable cultural resources is to simply leave the area undisturbed; therefore, LNTHPO recommends that a new location for the Mukilteo Ferry Terminal be identified.

These comments are based on the information available at the time of the review. The LNTHPO should review any changes related to the proposed project activities. Should you have any questions or concerns, please do not hesitate to call me at 360.384.2298.

Sincerely,

Lena Tso, Compliance Officer
Tribal Historic Preservation Office
Culture Department, Lummi Nation

cc: James Hillaire, Director, Culture Department, Lummi Nation
Rob Whitlam, State Archaeologist, DAHP



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

February 2, 2009

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 022305-22-FTA
Property: Mukilteo Multimodal Project
Re: Report Review

Dear Mr. Krochalis:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHPP) and providing a copy of the report entitled, *Additional Heritage Resources Investigations at the Mukilteo Multimodal Ferry Terminal Project Site*, by NWAA and EHC. The report has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

The report is well written and comprehensive and represents a significant body of scholarship on the Mukilteo area and the cultural resources that remain. My only comment at this time would be to point out that location information presented on page 1 of the document is incorrect and does not match information presented graphically in Figure 1. The text indicates that the project is located in Sections 4 and 33 of Township 28 North, Range 4 East . . . More accurately, the project is located in Section 4 of Township 28 North, Range 4 East and Section 33 of Township 29 North, Range 4 East.

Thank you for the opportunity to review and comment. Your correspondence indicated that you are not submitting eligibility and effect determinations at this time. We will await notification from you regarding these determinations.

Sincerely,

Matthew Sterner, M.A., RPA
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

FEB 5 2009 AM 9:33



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future



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The Tulalip Tribes are the successors
in interest to the Snohomish,
Snoqualmie and Skykomish tribes
and other tribes and band signatory
to the Treaty of Point Elliot.

February 19, 2010

Jennifer Horwitz
Federal Transit Administration
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

RE: Mukilteo Multimodal Project

Dear Ms. Horwitz,

Thank you for holding the meeting on February 10, 2010 at Mukilteo, concerning the Mukilteo Multimodal Project.

The Tulalip Tribes is a federally recognized Indian Tribe with federally reserved rights under the Treaty of Point Elliot. Tulalip was formed after the Treaty of Point Elliot was signed and is the successor in interest of the aboriginal Snohomish, Skykomish, Snoqualmie, and other tribes of the area.

As you may know, the Mukilteo water front is an area of great cultural and historical importance for the Tulalip Tribes and its members. The waterfront area was occupied year around by the aboriginal Snohomish Tribe and was the area where the Treaty of Point Elliot was negotiated and signed. The archeological work that was completed by the Washington State Department of Transportation, has documented a large shell midden along most of the Mukilteo water front from Lighthouse Park through most of the Mukilteo Tank Farm property. The midden establishes Tribal use and occupation at this site for at least 1000 years. A midden of this size generally has burial remains associated with it. Tulalip is opposed to any construction activities that may disturb any of the cultural resources, archeological artifacts or human remains on the site.

Tulalip also has concerns about how a new ferry terminal may affect tribal fisheries and the habitat that sustains those fisheries. The project area is within the treaty protected "usual and accustomed" fishing grounds of the Tulalip Tribes. The Federal Highway Administration has a responsibility to ensure the Tulalip Tribes' treaty rights are not abrogated or impinged. Ferry vessel facilities and traffic interferes with the Tribes' ability to harvest fish, including shellfish. These ongoing impacts to treaty fishing, as well as impacts from the proposed project, have not been addressed. Interference with the Tribes' right to harvest without the Tribes' consent is a Treaty violation.

A new terminal may also affect fish migration and predation patterns due to the amount of overwater cover preventing daylight from penetrating the water below. The Tulalip Tribes may have other concerns regarding impacts to the shoreline environment and protection of habitat depending on the site location and design. Tulalip looks forward to further meaningful consultation as decision making regarding this site continues. Thank you for your consideration of these comments.

Sincerely yours,

A handwritten signature in black ink that reads "Melvin R. Sheldon Jr". The script is cursive and fluid, with the first letters of each word being capitalized and prominent.

Melvin R. Sheldon, Jr.
Chairman



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 12, 2010

The Honorable Melvin Sheldon
Tulalip Tribes
6406 Marine Drive
Tulalip, WA 98271-9694

RE: Mukilteo Multimodal Project Letter

Dear Chairman Sheldon:

Thank you for your letter dated February 19, 2010, regarding the Mukilteo Multimodal Project. We appreciate the interest you and your staff are taking in this project. Daryl Williams' participation at the February 10, 2010 tribal and agency re-initiation meeting was very valuable.

Currently, the project team is in the process of developing concepts for the replacement of the Mukilteo Ferry Terminal. The existing facility is aged and seismically unsound. In addition, there are operational problems that create safety problems for the traveling public. As we develop new concepts, we hope that the Tulalip Tribes will help us consider their relative merits and deficiencies.


The Federal Transit Administration and the Washington State Ferries are committed to a robust analysis of all concepts that meet the project's purpose and need. This includes compliance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA), the Endangered Species Act (ESA) and other federal requirements, including government to government consultation.

We also look forward to continued consultation and dialogue with your tribe as this project proceeds. Phillip Narte, from the Washington State Ferries, has recently been in contact with Daryl to schedule a meeting with the Tulalip Tribes Board of Directors in April or May. We hope these dates will work for the Board of Directors calendar.

Thank you again for your interest in the Mukilteo Multimodal Project. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the Environmental Impact Statement, please call Linda Gehrke of this office at (206) 220-4463 or email at linda.gehrke@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Sincerely,



 Rick Krochalis
Regional Administrator



**U.S. Department of Transportation
Federal Transit Administration**

REGION X, Alaska, Idaho, Oregon, Washington

915 Second Avenue
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Seattle, WA 98174-1002
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206-220-7959 (fax)



**Washington State
Department of Transportation**

WSDOT Ferries Division (WSF)
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014

Paula J. Hammond, P.E.
Secretary of Transportation

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 26, 2010

The Honorable Melvin Sheldon, Jr.
Tulalip Tribes
6406 Marine Drive Northwest
Tulalip, WA 98271

Re: Mukilteo Multimodal Project
Section 106 Consultation and Tribal Outreach

Dear Chairman Sheldon:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

FTA and WSF are committed to working with the Point Elliott Treaty Tribes in the development of this project. To facilitate this coordination, we would like to meet with each tribe individually. Over the past six months, we have been able to meet with five of the Point Elliott Treaty Tribes. We're currently trying to schedule meetings with the remaining tribes. The purpose of this letter is to request a meeting with you and the Tulalip Tribes Board of Directors to discuss the Mukilteo Multimodal Project.

We appreciate very much the time that Daryl Williams of your staff has dedicated to this project, and we hope that he will be able to continue to be involved with the project as it moves through the Section 106 process. Given the Tulalip Tribes' historical connection in the project area and the Tribes' previously voiced concerns, we would very much like to meet with you and your Board in person.

Phillip Narte will be contacting you shortly to try to schedule this meeting. If you would like to speak with either one of us directly, we encourage you to do so using the contact information above. If you have general project questions, Phillip Narte (WSF 206.389.8563) and Jennifer Horwitz (FTA 206.220.7515) are available to assist you.

We look forward to meeting with you.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agendas

cc: Hank Gobin, Tulalip Tribes, Cultural Resources, w/attachments
Richard Young, Tulalip Tribes, Environmental Programs, w/attachments
Daryl Williams, Tulalip Tribes, Environmental Liaison, w/attachments
George White, Tulalip Tribes, Public Affairs, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation,
w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Paul Krueger, WSDOT
Michelle Paxson, WSDOT



**U.S. Department of Transportation
Federal Transit Administration**

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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 26, 2010

The Honorable Virginia Cross
Muckleshoot Indian Tribe
39015 172nd Avenue SE
Auburn, WA 98082

**RE: Mukilteo Multimodal Project
Section 106 Consultation**

Dear Chairwoman Cross:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) are currently preparing a joint National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project. Recognizing the government-to-government relationship that FTA has with the tribe, and as the responsible Federal agency for Section 106 of the National Historic Preservation Act of 1966 per 36 CFR 800.2(c)(4), we write to inform you of this undertaking and request consultation).

When FTA is the sole Federal agency for US Department of Transportation (USDOT) funds provided to a WSDOT project, authority to conduct consultations and tasks to comply with Section 106 remains the responsibility of FTA. The FTA does not delegate this authority to the WSDOT as does the Federal Highway Administration. WSDOT may participate in Section 106 tribal consultations to the extent desired by the tribe and FTA.

As a part of the Section 106 consultation, FTA will provide three opportunities in the coming months for tribal engagement. First, FTA and WSF would like to meet with each of the Point Elliott Treaty Tribes individually, at a location of tribal convenience, to discuss this project. Phillip Narte, WSF Tribal Liaison, will be contacting you shortly with potential dates for this Muckleshoot Tribal briefing. In addition, FTA and WSF will hold an Agency and Tribal Scoping meeting on September 29. Finally, FTA and WSF will invite all of the Point Elliott Treaty Tribes to a Tribal Leadership Summit sometime this fall. Details on the Scoping Meeting and the Tribal Leadership Summit are still being worked out, and information will be forthcoming.

In addition to Section 106, another provision of federal law establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for

participation. These requirements apply to the Mukilteo Multimodal project. Therefore, the lead agencies must identify as early as practicable any other Federal and non-Federal agencies that may have an interest in the project, and invite them to become Cooperating or Participating Agencies in the environmental review process.

FTA and WSF have identified your tribe as one that may have an interest in this project because of the potential in the project area for historic and cultural resources eligible for listing in the National Register of Historic Places. Accordingly, we invite you to become actively involved as a Cooperating Agency in the environmental review process for the project. This designation does not imply that the tribe supports the project.

As a Cooperating Agency, your tribe's involvement would focus on those areas under its special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your tribe for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize intergovernmental cooperation:

- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment (with a 30- day response request)

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to the selection of an alternative, environmental consequences and mitigation.

Should you decline participation as a Cooperating Agency, FTA invites you to act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS.

If you accept this invitation to be a Participating Agency, your tribe will be able to:

- Provide meaningful and early input on the project's purpose and need, the range of alternatives to be considered, and the methodologies and the level of detail required in the alternatives analysis
- Participate in coordination meetings and joint field reviews, as appropriate
- Review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation

Participating Agencies are should identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Declining our invitation to be a Participating Agency does not diminish the tribe's right to meaningful government-to-government consultation.

If your tribe elects to participate in the project as a Cooperating Agency or Participating Agency, **please forward your response to us in writing by surface mail by September 29, 2010.** If your tribe does not wish to be involved in this project, the law directs us to get that decision confirmed by you in writing. A

reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents (in addition to the EIS) your tribe would be interested in reviewing.

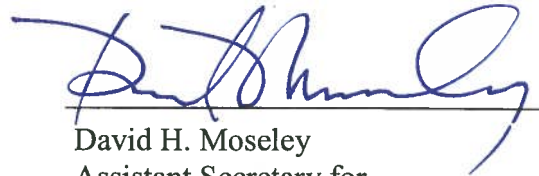
For your review and comment, we have attached the Tribal Consultation Plan, the project's Purpose and Need statement, and a graphic explaining the deficiencies of the existing facility. We have additional project information that we would like to share with you at the Muckleshoot Tribal briefing.

We look forward to your participation in this project. If you have any questions, please contact Jennifer Horwitz, FTA Environmental Manager, at 206.220.7515 or via email at Jennifer.horwitz.CTR@dot.gov. You may also contact Phillip Narte, WSF Tribal Liaison, 206.389.8563 or via email at nartep@wsdot.wa.gov.

Sincerely,



Richard F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe, w/attachments
Karen Walter, Natural Resources, Muckleshoot Indian Tribe, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/ attachments
Megan Cotton, WSDOT Tribal Liaison, w/ attachments
Project File



Board of Directors:

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Glen Gobin, *ti čatč* - Board Member
Don Hatch Jr., *SPAT-UB-KUD* - Board Member
Mark Hatch, *dx'sšayil* - Board Member
Shelly L. Lacy, *cisanlat* - General Manager

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Phone (360) 716-4000
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The Tulalip Tribes are the successors
in interest to the Snohomish,
Snoqualmie and Skykomish tribes
and other tribes and bands signatory
to the Treaty of Point Elliot.

November 19, 2010

Jennifer Horwitz
FTA
915 Second Avenue
Federal Bldg, Suite 3142
Seattle, WA 98174-1002

Paul Krueger
WSDOT Ferries Division (WSF)
2901 Third Avenue, Suite 500
Seattle, WA 98121-3014

RE: Mukilteo Ferry Terminal NEPA/SEPA Scoping Comments.

Dear Ms. Horwitz and Mr. Krueger:

Thank you for hosting the scoping meeting for governmental entities only and the following meeting with the Point Elliot Treaty Tribes.

Background

The Tulalip Tribes is a federally recognized Indian Tribe with rights reserved under the Treaty of Point Elliot signed in 1855. The Tulalip Tribes is the successor in interest of the aboriginal Snohomish, Skykomish, Snoqualmie, and other allied tribes and bands signatory to the treaty. *See U.S. v. Washington*, 459 F. Supp. at 1039, 1058-1060. (W.D. Wash. 1985). These Tribes were assigned to the Tulalip Reservation after it was established under the treaty. The Snohomish tribe is the predominant tribe at Tulalip.

The Treaty of Point Elliott was negotiated and signed in the general area of the existing Mukilteo ferry terminal and some of the proposed new terminal sites. The Treaty reserved certain rights for the Tribes including the rights to harvest fish, including shellfish, in tribal "usual and accustomed" fishing areas. The Tulalip Tribes usual and accustomed treaty fishing areas include the shorelines and waters of the proposed Mukilteo ferry terminal project. The Mukilteo shoreline is within the aboriginal territory of the Snohomish tribe which had a year round village in the area, as is evidenced by the large shell midden identified in the archeological report for this project. The Possession Sound/Port Gardner area is and has been a primary fishing area for the Snohomish/Tulalip Tribes for thousands of years. The Tribes harvest Chinook, Chum, Coho, Pink and Steelhead Salmon along the Mukilteo shoreline. The tribes also harvest clams, crabs and shrimp in that area.

The existing Mukilteo terminal was built without consultation with the Tulalip Tribes and has been negatively impacting tribal fisheries and fish habitat ever since, without any mitigation to the Tribe for those impacts.

Cultural and Archeological

As you know, the Mukilteo water front is an area of great cultural and historical importance for the Tulalip Tribes and its members. As stated above, the waterfront area was occupied year around by the aboriginal Snohomish Tribe and was the location of the encampment where the Treaty of Point Elliot was negotiated and signed. The archeological work that was completed by Northwest Archaeology & Associates for the Washington State Department of Transportation, has documented a large shell midden along most of the Mukilteo water front from Lighthouse Park through most of the Mukilteo Tank Farm property. The midden establishes Tribal use and occupation at this site for at least 1000 years. A midden of this size suggests burial remains may also be in the vicinity.

These sites are eligible for listing on the National Registry of Historic Places. Any NEPA evaluation of this project purporting to encompass National Historic Preservation Act Section 106 compliance must thoroughly evaluate any potential for adverse impacts to Tribal cultural and historic resources on the site, as well as adverse impacts to the cultural and traditional values of this important historical area. Tulalip is opposed to any construction activities that may disturb any of the cultural resources, archeological artifacts or human remains on the site.

Tribal Fishing

Under the Treaty of Point Elliot, the Tulalip Tribes have reserved rights to harvest fish, including shellfish, in their usual and accustomed fishing areas. The marine areas around Mukilteo and all of the proposed sites for a new ferry terminal are in the Tulalip Tribes treaty protected usual and accustomed fishing areas.

The right to take fish at all usual and accustomed fishing places has a geographic aspect and a fair share aspect. It is not permissible under the treaty to eliminate portions of treaty fishing areas or restrict treaty fishing access. The project must be evaluated to ensure no impermissible diminution or restriction of treaty fishing access occurs. See Muckleshoot v. Hall, 698 F. Supp. 1504 (W.D. Wash 1988)

The marine areas in front of the old Mukilteo Tank farm east to Everett, due to the land forms, are protected from the high winds from the south common during the fall and winter seasons. For safety reasons the fishermen with the smaller boats tend to hug the shoreline in this area during storm events while fishing. The Tulalip Tribes fishing fleet uses various types of salmon fishing gear including beach seine, drift gillnet, round haul, setnet and sports gear. The fleet also uses crab and shrimp pots and diving gear for geoduck harvests. The near-shore of the proposed site is also accessed for squid and inter-tidal resources such as hard-shell clams and sand shrimp.

Beach seines are still used, primarily along the Tulalip Reservation shoreline. A seine net is towed out from shore by boat and back to the shore again in sort of a 'U' shape. Then the net is hand pulled to shore capturing fish in the process.

Drift gillnets are the primary part of the Tulalip fishing fleet. The fishermen set out a gillnet, up to 1980 feet in length for the larger boats and 1200 feet for the smaller skiffs, from their boats and drift with the currents. When the fish hit the net, they get their gills caught on the fine

monofilament webbing. After the boat has drifted through the drift cell, the fisherman will pull the fish out of the nets as they pull the net back on to the boat. Docks, piers, anchor buoys and other objects fixed near shore, are obstacles that the fishermen need to avoid while drifting with their nets set out near shore. While drifting with their nets set out, the fishermen have very limited abilities to navigate around obstacles. Any fixed obstacle in the water can force the fishermen to avoid fishing in a sizable area. The route that the ferry vessels follow, also interfere with tribal fishing opportunities.

Round Haul is basically a small purse seine operation. The fishermen set out a seine net in open water and loop around to bring the outer end of the net back on board the boat. The net has loops along the bottom with a purse line running through them. When the fishermen bring the end of the net back on board, they pull the purse line to seal the bottom of the net to prevent fish from escaping under the net. Then they pull the net back on board and pull the fish out in the process. The fishermen need a fair amount of open water to operate in and they are also drifting with the currents as they pull in the nets. Again fixed obstacles in the water can prevent fisherman from using sizable areas of marine waters to fish in. The route that the ferry vessels follow, also interfere fishing opportunities.

Setnets have in recent years become a large part of the Tribes fisheries. With the decline in returning fish populations, fishermen have been looking at ways to reduce their operational costs. Setnets can be used from smaller boats and require less fuel usage than the other types of fishing. The setnets are gillnets up to 600 feet long that are anchored to shore extended out by boat and then anchored at the outer end. The fishermen check their nets several times during the day, removing the fish from the nets as they check it. This type of fishing is used in parts of Port Gardner including Mukilteo.

Sports gear is also used by Tulalip fisherman. Although not used for commercial fisheries, several Tulalip fishermen like to use sport gear to harvest fish for subsistence purposes in their usual and accustomed fishing areas.

Fish Habitat

The Mukilteo shoreline is near the mouth of the Snohomish River. A substantial portion of the anadromous fish produced by the Snohomish river system migrate along the Mukilteo shoreline heading out to the ocean as juveniles and returning to the river as adults. The shoreline along Mukilteo is a spawning area for surf smelt and sandlance. The eelgrass growing along the shoreline is used for herring spawn. The shoreline area is known to be an important area for juvenile Dungeness crab and also produces and rears clams and shrimp that the Tribes harvest.

Inherent in the rights reserved by the Tribes in the treaty, is a promise to protect habitat upon which the treaty fishing rights depend. The NEPA process must fully evaluate potential adverse impacts to treaty fisheries habitat.

Overhead structures impact how fish migrate along the shoreline the shoreline is already severely impacted by the railroad and additional obstacles may inhibit juvenile salmon abilities to migrate along the nearshore environment in the area putting further stresses on ESA listed salmon species. Research conducted by the Tulalip Tribes has shown that juvenile Chinook salmon make use of small streams between Everett & Mukilteo as rearing and refuge habitat. If the ferry dock is located near the mouth of Japanese Gulch the prop wash and overwater structures may inhibit juvenile

salmon access and migration to and from the stream. The proposed site designs, besides not addressing cultural concerns also do not address the historic loss of habitat and restoration of these beach forms, specifically the pocket estuary previously located at the site. Evaluation of terminal designs should include whether a particular site design precludes future restoration which is the case in several of the options. The ferries also stir up the water column and can scour the bottom sediments with their prop wash, which could affect eelgrass beds located near the Mount Baker Terminal and substrate composition. The Tribes appreciate that the Washington State Ferries is offering to remove the old federal government creosote piling pier, if the ferry terminal is relocated to the Mukilteo Tank Farm property.

Stormwater from the vehicle parking and staging areas for the ferry terminals can carry anti-freeze, petroleum products and heavy metals to marine waters negatively affecting fish and their habitats. The stormwater needs to be properly managed and treated to minimize impacts to the water quality of Puget Sound and the fish that live there.

Purpose and Need/Alternatives

The purpose and need statement for this proposed project is narrowly drawn and prevents consideration of other reasonable alternatives, including the no action alternative.

“The purpose and need statement serves as the cornerstone for the alternatives analysis... .” *Guidance on “Purpose and Need”*, U.S. Dept. of Transportation (memo from Mary E. Peters, Administrator, FHA, and Jennifer L. Dorn, Administrator, FTA, July 23, 2003). The requirement for a purpose and need statement, is to “briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action.” 40 C.F.R. §1502.13. “[E]very effort should be made to develop a concise purpose and need statement that focuses on the primary transportation challenges to be addressed.” USDOT 2003 Guidance Memo, *supra*. However, the statement cannot be drawn so narrowly that reasonable project alternatives are excluded from consideration. *Alaska Wilderness Recreation and Tourism Association v. Morrison*, 67 F.3d 723 (9th Cir.1995).

We have several concerns. First, the purpose and need statement is too narrowly drawn. It should be written in a way that allows for a re-evaluation of the public need for the Clinton / Mukilteo ferry service, and the associated costs to the State of Washington. The current cost for maintaining and operating the system may not be sustainable considering the States current funding situation and near term budget projections. The alternatives should be expanded to include an alternative for discontinuing the ferry service and an alternative for a passenger only ferry service.

Passenger only service would allow for use of smaller boats and could eliminate the need for a large staging area at the terminal. It would require a larger parking area which could be off site with bus service and greatly promote use of mass transit. People are still able to drive off the Island at Deception Pass when they need to use their vehicles on the mainland.

The Elliot Point Concept – Option 1 would cause the least amount of impacts to the archeological site of the 3 Elliott Point concepts for moving the ferry terminal. But all of the concepts for moving the terminal in the Mukilteo area would have a negative impact on the archeological resources and the cultural significance of the site.

The Mt. Baker Terminal option would also have about the same impacts as the Point Elliot Option 1 to archeological and cultural resources.

The concepts for moving the terminal to the City of Edmonds and the Port of Everett would add significant impacts to tribal fishing due to the increased length of the ferry routes and the frequency that the vessels would travel between terminals.

We would need to do a better evaluation of the available data to determine which sites would have the least impact on fish habitat. Some of the potential terminal options may also preclude future restoration efforts for restoring fish habitats, particularly day-lighting streams and re-creating pocket estuaries behind the railroad tracks in the old Mukilteo Tank Farm area.

Second, there is no continuity between this purpose and need statement, and the purpose and need statement that was developed for the proposed land transfer of the U.S. Air Force's tank farm facility. We commented to the USAF that their proposed land transfer EA failed to take into account certain connected actions, including the proposed expansion of the ferry system proposed here by WSF and FTA. There are continuing concerns between the USAF and the Tulalip Tribes over the terms and conditions of the land transfer, including whether the tank farm site will be subject to deed restrictions that would preclude disturbance of traditional cultural properties. We have commented several times, including within the past few months, that when analyzing a proposal and its alternatives, the agencies must consider connected, similar, and cumulative actions, and incorporate these actions into the description of the proposal and alternatives. Clearly, the proposed land transfer and proposed multimodal development activities are connected actions. Despite the fact that several of the design concepts proposed by FTA / WSF assume some use of the tank farm site, there is no mention of the proposed land transfer or anticipated development restrictions on the tank farm site.

We have additional concerns over the agencies' definition and use of the screening criteria. In our view, they were defined in such a way that some reasonable alternatives will not receive full study. For example, the "no build" alternative has for practical purposes already been eliminated, because the screening criteria have been written and applied in such a way that this particular alternative has already received a poor rating. The criteria are heavily weighted toward reducing terrestrial use conflicts – that is, perceived conflicts among bicycle, pedestrian and vehicle users. Nowhere in the criteria, however, is there any screening for conflicts with tribal fishing vessel traffic, or with interference with treaty fishing rights. Overwater structures, such as parking structures, and piers and dolphins, as well as ferry vessel crossings, significantly affect the exercise of treaty fishing rights. Since the screening criteria will be used to focus or delimit the areas of study in the EIS, those screening criteria should be written and applied to account for all potential conflicts, including conflicts between ferry operations and the exercise of treaty fishing rights.

Tribal Consultation Plan

We appreciate the lead agencies' preparation of a tribal consultation plan. There are significant problems with the plan, however, that we must bring to your attention.

A "Tribal Consultation Plan" appears in the online library for this project. That Plan was apparently developed to conform to agency guidance found in the "Tribal Consultation Plan" developed on a national level by the U.S. Department of Transportation. The USDOT national plan was in turn

developed under the guidance and direction of the Presidential Memorandum on Tribal Consultations, dated November 2009. The general goals and actions described in section 5 of the USDOT national plan are as follows:

The USDOT will continue to support the fundamental principles of self-government, self-determination, and tribal sovereignty specified in Executive Order 13175. The USDOT will implement this plan to establish meaningful consultation and collaboration with tribal officials in the development of Federal policies that have tribal implications, and to strengthen the government-to-government relationship between the United States and American Indians, Alaska Natives, and Indian tribal governments.

“Tribes” are defined in the USDOT national plan, and in the Presidential Memorandum, and in Executive Order 13175, as Indian tribes that have received formal recognition by the Secretary of Interior. Unfortunately, however, in the Plan developed for this project, the agencies have extended consultation opportunities to non-federally recognized groups asserting tribal status.

The Tulalip Tribes has a strong objection to including non-federally recognized groups at the table, when planning for the development of marine shoreline within the Tulalip Tribes’ U&A. This is particularly true considering that the agency proposes to take action at the Point Elliott treaty site, within the primary fishing grounds of the Tulalip Tribes (as the legal successor to the Snohomish and other treaty signatory tribes), located so close to the Tulalip Reservation. We ask that the agencies clarify the Plan to better define the roles of federally recognized Tribes, in contrast to any involvement in this project by those who assert tribal affiliation but who lack federal recognition.

NEPA Cooperating/Participating Agency Status

The Tulalip Tribes has been invited to become a cooperating or participating agency for this project, consistent with the provisions of the SAFETEA-LU transportation bill. That bill, and the Tribal Consultation Plan, provides federally recognized tribal governments with an additional method to engage in the environmental review process, but it does not supersede government-to government or Section 106 consultation.

We would like to accept your invitation, and to continue discussions with you, to determine the potential scope of the Tulalip Tribes’ involvement with this proposed project, as a NEPA cooperating agency.

Thank you for the opportunity to comment. If you have any further questions please call Daryl Williams at 360-716-4632 or e-mail to dwilliams@tulaliptribes-nsn.gov.

Sincerely,
THE TULALIP TRIBES OF WASHINGTON



Melvin Sheldon, Jr.,
Chairman

Tulalip Tribes
(name of tribe)

- ☒ will act as a Cooperating Agency for the Mukilteo Multimodal Project
☐ will act as a Participating Agency for the Mukilteo Multimodal Project
☐ will not be involved in the Mukilteo Multimodal Project
☐ please keep us on the project mailing list
☐ please take us off the project mailing list

If your tribe will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your tribe would like to review.

- ☐ Transportation Discipline Report
☒ Ecosystems Discipline Report
☒ Cultural Resources Discipline Report
☐ Noise Discipline Report
☒ Hazardous Materials Discipline Report
☒ Environmental Justice Memo
☒ Section 4(f) Evaluation

Signature:

Daryl Williams

Date: 11-19-2010

Printed name and title:

Daryl Williams
Environmental Liaison

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

*1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov*

January 27, 2011

Mr. John H. Bonapart, Jr
Deputy Director, Installations and Mission Support
Department of the Air Force
HQ AMC/DA7
507 Symington Drive
Scott AFB, IL 62225-5022

In future correspondence please refer to:
Log: 022305-22-FTA
Property: Mukilteo Multimodal Project
Re: Determined Eligible

Dear Mr. Bonapart:

Thank you for contacting our office and providing a discussion of your eligibility determination for archaeological sites associated with the Mukilteo Tank Farm, Snohomish County, Washington. I have reviewed the materials you provided to our office and I concur with your determination that the three archaeological sites located on the Mukilteo Tank Farm property, 45SN393, 45SN398, and 45SN404, are eligible for listing in the National Register of Historic Places (NRHP). I understand that you are not forwarding a recommendation at this time regarding the NRHP eligibility of one additional site, 45SN108 (the Point Elliot Treaty Site), based on unclear site boundaries issues.

I look forward to further consultation regarding your determination of effect as you continue in your Section 106 compliance.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. If you have not registered for a copy of the database, please log onto our website at www.dahp.wa.gov and go to the Survey/Inventory page for more information and a registration form. To assist you in conducting a survey, DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our website. Finally, please note that



DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD along with an unbound paper copy. For further information please go to http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matthew Sterner", with a long horizontal flourish extending to the right.

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



**U.S. Department of Transportation
Federal Transit Administration**

REGION X, Alaska, Idaho, Oregon, Washington

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**Washington State
Department of Transportation**

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www.wsdot.wa.gov/ferries

Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Cliff Cultee
Lummi Tribe of the Lummi Reservation
2616 Kwina Road
Bellingham, WA 98226

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment**

Dear Chairman Cultee:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with the Lummi Nation, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

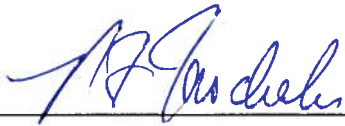
FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

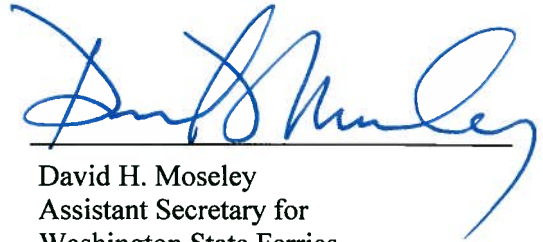
If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Lena Tso, Lummi Nation THPO

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison



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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Virginia Cross
Muckleshoot Indian Tribe of the Muckleshoot Reservation
39015 172nd Ave SE
Auburn, WA 98092

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment**

Dear Chairwoman Cross:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with most of the tribes interested in this project (we have unfortunately not succeeded in arranging a meeting with your tribe), we think you will likely be most interested in the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

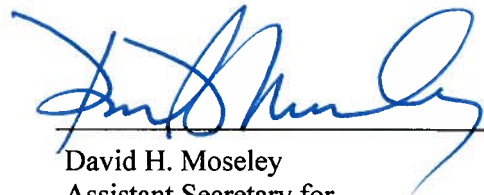
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Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Laura Murphy, Muckleshoot, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison



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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Tom Wooten
Samish Indian Tribe, Washington
PO Box 217
Anacortes, WA 98221

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment**

Dear Chairman Wooten:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

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Based upon our recent conversations and meetings with the Samish Tribe, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

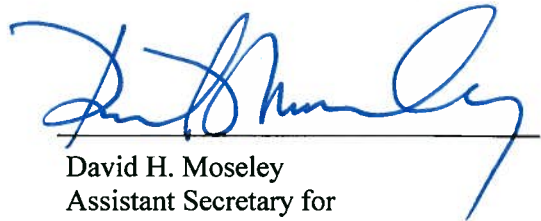
If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Jackie Ferry, Samish Tribe, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison



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www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Janice Mabee
Sauk-Suiattle Indian Tribe of Washington
5318 Chief Brown Lane
Darrington, WA 98241

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment**

Dear Chairwoman Mabee:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with most of the tribes interested in this project (we have unfortunately not succeeded in arranging a meeting with your tribe), we think you will likely be most interested in the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

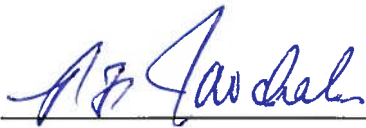
FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

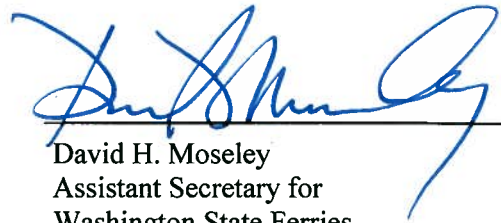
If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Norma Joseph, Suak-Suiattle, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison



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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Shelley Burch
Snoqualmie Tribe, Washington
8130 Railroad Ave, Ste 103
P O Box 969, Snoqualmie 98065

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment**

Dear Chairwoman Burch:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with the Snoqualmie Tribe, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

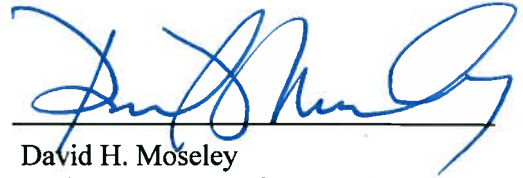
If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Ray Mullen, Snoqualmie Tribe, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison



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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Shawn Yanity
Stillaguamish Tribe of Washington
PO Box 277
Arlington, WA 98223

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment**

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with the Stillaguamish Tribe, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

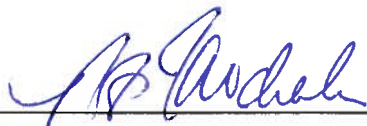
FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

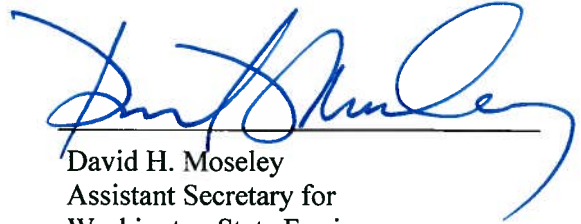
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Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Lora Pennington, Stillaguamish Tribe Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison



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David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Leonard Forsman
Suquamish Tribe of the Port Madison Reservation
PO Box 498
Suquamish, WA 98392-0498

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment**

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with the Suquamish Tribe, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

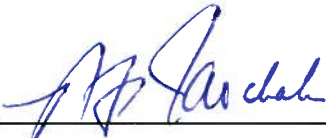
FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

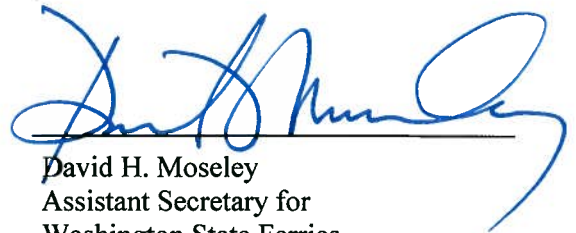
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Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Dennis Lewarch, Suquamish Tribe THPO

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison



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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Brian Cladoosby
Swinomish Indians of the Swinomish Reservation
11430 Moorage Way
La Conner, WA 98257

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment**

Dear Chairman Cladoosby:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with the Swinomish Tribe, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Larry Campbell, Swinomish Tribe Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison



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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Melvin Sheldon, Jr.
Tulalip Tribes of the Tulalip Reservation
6406 Marine Drive
Tulalip, Washington 98271

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment**

Dear Chairman Sheldon:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

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Based upon our recent conversations and meetings with the Tulalip Tribes, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

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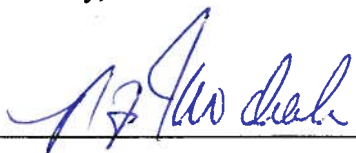
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WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

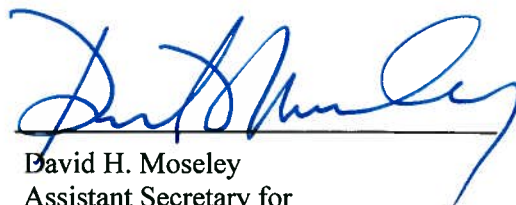
If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Hank Gobin, Tulalip Tribes, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison



**U.S. Department of Transportation
Federal Transit Administration**

REGION X, Alaska, Idaho, Oregon, Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)



**Washington State
Department of Transportation**

WSDOT Ferries Division (WSF)
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014

Paula J. Hammond, P.E.
Secretary of Transportation

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Jennifer Washington
Upper Skagit Indian Tribe of Washington
25944 Community Plaza
Sedro Woolley, WA 98284

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment**

Dear Chairwoman Washington:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with most of the tribes interested in this project (we have unfortunately not succeeded in arranging a meeting with your tribe), we think you will likely be most interested in the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

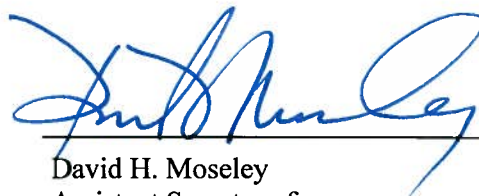
If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator
Federal Transit Administration



David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Scott Schuyler, Upper Skagit, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison



U.S. Department
of Transportation
**Federal Transit
Administration**

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August 11, 2011

Dr. Allyson Brooks
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
1063 S. Capital Way, Suite 106
Olympia, WA 98504-8343

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline Report, Determinations of NRHP Eligibility
Request for Concurrence
DAHP Log #: 121603-01-FTA**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Snohomish County. Enclosed please find a copy of the Mukilteo Multimodal Project Environmental Impact Statement Cultural Resources Discipline Report, Mukilteo, Snohomish County, Washington (July 2011), completed by Northwest Archaeological Associates and SWCA Environmental Consultants. We ask that you review the report and comment on the cultural resources identified and the recommendations of potential effect by September 15, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). In compliance with Section 106 of the NHPA, we request your concurrence on FTA's determinations of National Register eligibility for these five properties. Based on our evaluation and, in some cases, prior assessments and determinations, FTA has determined that each of those properties is eligible for National Register listing, per the criteria of significance identified for each property in the report.

The report also reiterates prior assessments on nine buildings and structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP. Additional correspondence regarding those resources and determinations of eligibility will follow shortly, consistent with recent conversations between DAHP and WSDOT staff.

Although still early in design, the project is seeking to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site (45SN393). However, even if that is possible, the current project alternatives include potentially paving over 45SN393, and also potentially impacting previously disturbed portions of that site. In addition, there could be direct impacts to the Old Mukilteo Townsite and Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF invite your comments on the evaluation of the archaeological sites present within the project's area of potential effects, and request your concurrence with the recommended determinations of eligibility for the historic properties identified. We would be pleased to meet with you if you would like to discuss the report and its findings, our tribal consultation efforts or the project in general.

If you have any questions, please contact me at 206.220.4465 or via email at daniel.drais@dot.gov. You may also contact Michael Chidley, WSDOT Archaeologist (206.440.4525; chidlem@wsdot.wa.gov). Additional information about the project may be found at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



Daniel G. Drais
Environmental Protection Specialist
Federal Transit Administration

Enclosure: Cultural Resources Discipline Report (disk)

cc (by email, w/o encl.):

Matthew Sterner, DAHP
David Moseley, Assistant Secretary for WSF, WSDOT
Scott Williams, Cultural Resources Manager WSDOT



U.S. Department
of Transportation
**Federal Transit
Administration**

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Alaska, Idaho, Oregon,
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August 11, 2011

Dr. Allyson Brooks
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
1063 S. Capital Way, Suite 106
Olympia, WA 98504-8343

**RE: Mukilteo Multimodal Project
Cultural Resources Discipline Report, Determinations of NRHP Eligibility
Request for Concurrence
DAHP Log #: 121603-01-FTA**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Snohomish County. Enclosed please find a copy of the Mukilteo Multimodal Project Environmental Impact Statement Cultural Resources Discipline Report, Mukilteo, Snohomish County, Washington (July 2011), completed by Northwest Archaeological Associates and SWCA Environmental Consultants. We ask that you review the report and comment on the cultural resources identified and the recommendations of potential effect by September 15, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). In compliance with Section 106 of the NHPA, we request your concurrence on FTA's determinations of National Register eligibility for these five properties. Based on our evaluation and, in some cases, prior assessments and determinations, FTA has determined that each of those properties is eligible for National Register listing, per the criteria of significance identified for each property in the report.

The report also reiterates prior assessments on nine buildings and structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP. Additional correspondence regarding those resources and determinations of eligibility will follow shortly, consistent with recent conversations between DAHP and WSDOT staff.

Although still early in design, the project is seeking to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site (45SN393). However, even if that is possible, the current project alternatives include potentially paving over 45SN393, and also potentially impacting previously disturbed portions of that site. In addition, there could be direct impacts to the Old Mukilteo Townsite and Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF invite your comments on the evaluation of the archaeological sites present within the project's area of potential effects, and request your concurrence with the recommended determinations of eligibility for the historic properties identified. We would be pleased to meet with you if you would like to discuss the report and its findings, our tribal consultation efforts or the project in general.

If you have any questions, please contact me at 206.220.4465 or via email at daniel.drais@dot.gov. You may also contact Michael Chidley, WSDOT Archaeologist (206.440.4525; chidlem@wsdot.wa.gov). Additional information about the project may be found at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,



Daniel G. Drais
Environmental Protection Specialist
Federal Transit Administration

Enclosure: Cultural Resources Discipline Report (disk)

cc (by email, w/o encl.):

Matthew Sterner, DAHP
David Moseley, Assistant Secretary for WSF, WSDOT
Scott Williams, Cultural Resources Manager WSDOT



U.S. Department
of Transportation
**Federal Transit
Administration**

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August 30, 2011

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
1063 S. Capital Way, Suite 106
Olympia, WA 98504-8343

RE: Mukilteo Multimodal Project
Cultural Resources Discipline Report, Determinations of NRHP Eligibility
DAHP Log #: 121603-01-FTA

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the *Mukilteo Multimodal Project Environmental Impact Statement Cultural Resources Discipline Report, Mukilteo, Snohomish County, Washington* (July 2011), completed by Northwest Archaeological Associates and SWCA Environmental Consultants. We invite you to review the report and provide comments regarding the cultural resources it identifies and the recommendations of potential effect. We would appreciate a reply, if possible, by September 29, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: the Point Elliott Treaty Site (45SN108), the Mukilteo Shoreline Site (45SN393), the Old Mukilteo Townsite (45SN404), the Japanese Gulch Site (45SN398), and the Mukilteo Light Station (45SN123). In compliance with Section 106 of the NHPA, we request your concurrence on FTA's determinations of NRHP eligibility for these five properties. Based on our evaluation and, in some cases, prior assessments and determinations, FTA has determined that each of those properties is eligible for National Register listing.

The report also reiterates prior assessments on nine buildings and structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which FTA recommends not eligible for the NRHP. Additional correspondence regarding those resources and determinations of eligibility will follow shortly.

Although still early in design, the project is seeking to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site (45SN393). However, even if that is possible, the current project alternatives include the possibility for paving over 45SN393, and the potential to impact previously disturbed

Dr. Allyson Brooks
August 30, 2011
Page 2

portions of that site. In addition, there could be direct impacts to the Old Mukilteo Townsite and Japanese Gulch Site, depending upon the alternative selected.

Please let us know if you would like to meet to discuss the report, its findings, our ongoing tribal consultation efforts, or the project in general.

If you have any questions, please contact Daniel Drais, FTA Environmental Protection Specialist, at 206.220.4465 or daniel.drais@dot.gov, or Michael Chidley, WSDOT Archaeologist, 206.440.4525 or chidlem@wsdot.wa.gov. Additional information can be found on the project website at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to hearing from you in the near future.

Sincerely,



R.F. Krochalis
Regional Administrator

Enclosure: Cultural Resources Discipline Report (Disk)

cc (without encl.):

Matthew Sterner, DAHP
David Moseley, WSF
Scott Williams, WSDOT



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

September 14, 2011

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:
Log: 040110-29-FTA
Property: Mukilteo Multimodal Project II
Re: Determined Eligible

Dear Mr. Krochalis:

Thank you for contacting our office and providing a copy of the report entitled, Environmental Impact Statement (EIS), Cultural Resources Discipline Report, Mukilteo, Snohomish County, Washington, prepared by Miss et al. I have reviewed the materials you provided to our office and have some comments both on the report as well as on your determinations of eligibility for the archaeological sites described in the report. I would first like to draw attention to the change in the Department of Archaeology and Historic Preservation (DAHP) log number. The DAHP log number referenced on your cover letter (121603-01-FTA) has been superseded by the number that appears at the top of this correspondence. With your request to reinitiate of the Section 106 review process last March, we defined the undertaking as “new” and assigned a new DAHP tracking log number. Please use this new number in all future correspondence to help us in maintaining separation between the “old” and “new” undertakings.

Overall, I have no substantive comments on the discipline report sent in support of the EIS. The distillation of numerous previous reports and the extensive new research included in this volume is thorough, professional, and well presented. The only significant comment that I have questions the inclusion of location data and the site form for 45SN575, the Japanese Gulch Community site. The presentation of this data suggests a natural association between 45SN575 and those sites on the north side of the Burlington Northern Railroad tracks, yet no discussion of the site’s relevance is presented in the body of the document. Since the location and archaeological investigation of this site has not previously been disclosed to our agency, some discussion of the site’s importance and relevance to the discussion of the current undertaking is appropriate.

In your correspondence, you request concurrence on your determinations of National Register of Historic Places (NRHP) eligibility for four archaeological and one built environment resources. The single built-environment resource, the Mukilteo Light Station (45SN123), has already been listed on the NRHP and



requires no further discussion. Three of the archaeological sites, the Mukilteo Shoreline Site (45SN393), the Old Mukilteo Townsite (45SN404), and the Japanese Gulch Site (45SN398), have all been previously submitted to DAHP for eligibility and have been concurred upon as eligible. However, the discipline report incorrectly (pages 155 and 156) presents the NRHP criteria under which two of these sites were determined eligible and concurred upon by DAHP. It is correct that the Mukilteo Shoreline Site (45SN393) was determined eligible under criterion D only. However, the Old Mukilteo Townsite (45SN404) and the Japanese Gulch Site (45SN398) were determined eligible for the NRHP under criteria A and D. While the individual criteria under which each site was determined eligible were not explicitly stated in the Sterner 2011 letter (referenced in the discipline report), these justifications accompanied the original eligibility determination submittal and are part of the DAHP record. Since the original eligibility determinations were well reasoned and presented, I am not eager to revisit eligibility criteria at this time.

Regarding the eligibility of the final site, the Point Elliott Treaty Site (45SN108), we concur with your professional opinion that the site is eligible for listing in the NRHP under criteria A, B, and D.

We will await further information on the nine historic properties in the project area, including the Mukilteo Ferry Terminal and the Explosives Loading Terminal.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,



Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



Historic Inventory Report

Location

Field Site No. _____ DAHP No. _____
Historic Name: Mukilteo Explosive Loading Terminal Barracks
Common Name: NOAA Mukilteo Biological Field Facility, Northwest Fisheries Science Center
Property Address: 10 Park Ave, Mukilteo, WA 98275
Comments:
Tax No./Parcel No. 28040400102900
Plat/Block/Lot
Acreage
Supplemental Map(s) _____

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T29R04E	33			Snohomish	MUKILTEO

Coordinate Reference

Easting: 1198781
Northing: 959240
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Mukilteo Ferry Project _____ Date Recorded: 10/12/2011
Field Recorder: C. Holstine/L. Forsman
Owner's Name: U.S. Air Force
Owner Address: 62 ces/cev 555 Barnes Blvd.
City: JBLM _____ State: WA _____ Zip: 98438
Classification: Building
Resource Status: _____ Comments: _____
Survey/Inventory _____ originally recorded in 2003
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Military	Current Use: Government - Government Office		
Plan: Rectangle	Stories: 2	Structural System: Braced Frame	
Changes to Plan: Intact	Changes to Interior: Extensive		
Changes to Original Cladding: Intact	Changes to Windows: Extensive		
Changes to Other: Extensive			
Other (specify): new windows and doors in most openings; new stairs and porches			
Style:	Cladding:	Roof Type:	Roof Material:
None	Shingle - Concrete/Asbestos	Gable - Side Gable	Asphalt / Composition
Foundation:	Form/Type:		
Concrete - Poured	Other		

Narrative

Study Unit

Other

Military

Date of Construction:	1942 Built Date	Builder:
		Engineer:
		Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Statement of Significance:	<p>In 1942 the US Army built the Mukilteo Explosive Loading Terminal (MELT) Barracks to house soldiers stationed here to provide ordinance to American forces in the Pacific Theater during WWII and for some time thereafter (until ca. the late 1940s). As such, the MELT was one of numerous such facilities operating during the Second World War. From 1951 through 1973 the US Air Force converted the Terminal to an aviation fuel storage and transfer facility, known as the Defense Fuel Supply Point, Mukilteo Tank Farm. Ordinance and fuel storage and loading were not in themselves an event or development of historical importance, particularly on the shores of Puget Sound, which is home to other more significant defense facilities (e.g., Joint Base Lewis McCord, Whidbey Island Naval Air Station, Puget Sound Naval Shipyards at Bremerton, Bangor Nuclear Submarine Base, etc.). In recent years the building has undergone considerable interior alteration as an office/laboratory housing the National Oceanic and Atmospheric Administration's (NOAA) Mukilteo Biological Field Facility, Northwest Fisheries Science Center. Although the Barracks building retains some of its original appearance, modifications of numerous character-defining features have compromised the building's historical integrity. Overall the building lacks architectural distinction and is not NRHP eligible.</p>
----------------------------	--



Historic Inventory Report

Description of Physical Appearance:	The MELT Barracks has all the charm of typical twentieth century military living quarters on bases across the US. Numerous modifications have altered the building's appearance from Front Street, the main entrance to the former Army (later Air Force) facility. Vinyl windows have replaced the original multi-light wood casement windows on most openings, and modern porches have been installed at the main (front) entry (where modern doors have replaced original doors) and on the west side entry. On the west wall, a boarded door on the second level indicates removal of a stairway, landing, and original door. In addition a modern wooden dock has been built in front of a sliding wood door on the building's primary façade. The Barracks is clad in China glaze asbestos shingles. Its side-facing gable roof is covered in composition shingles.
Major Bibliographic References:	<p>Forsman, Leonard. Mukilteo Explosive Loading Terminal Barracks/NOAA Mukilteo Biological Field Facility Historic Property Inventory form. 10 October 2003. In Larson Anthropological Archaeological Services Lmtl., Mukilteo Multimodal Ferry Terminal Cultural Resource Assessment Discipline Report, Moffat & Nichol, Seattle, 2006.</p> <p>Howard, Spenser and Susan Johnson. Historic Property Inventory form completed for the Marine Resources Survey. Artifacts Architectural Consulting, Tacoma. On file in WISAARD, DAHP, Olympia. (Recorded as being at address XXX Front St.)</p>

Photos



Showing addition on east wall and modern machinery associated with current occupants (NOAA, Northwest Fisheries Science Center).
South (primary facade) & east elevations
2011



2011



Modern front porch, stairs and doors on main entry.
2011



Note boarded door on second level, indicating removal of a stairway, landing, and original door.
Modern porch, stairs and doors on west wall entry.
2011

Historic Inventory Report



Note modern wood dock.
Sliding wood door on primary facade.
2011



Note replacement of original doors.
Double plywood doors on primary facade addition.
2011



Historic Inventory Report

Location

Field Site No. DAHP No.

Historic Name: Bridge 525/10

Common Name:

Property Address: 0 SR 525, Mukilteo, WA 98275

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T28R04E	04			Snohomish	MUKILTEO

Coordinate Reference

Easting: 1198273

Northing: 958560

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Mukilteo Ferry Project

Date Recorded: 10/12/2011

Field Recorder: Craig Holstine

Owner's Name: WSDOT

Owner Address: 310 Maple Park Blvd.

City: Olympia

State: WA

Zip: 98504

Classification: Structure

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Historic Inventory Report

Description

Historic Use: Transportation - Road-Related (vehicular)		Current Use: Transportation - Road-Related (vehicular)	
Plan: None	Stories: 0	Structural System: Other	
Changes to Plan: Extensive		Changes to Interior: Not Applicable	
Changes to Original Cladding: Not Applicable		Changes to Windows: Not Applicable	
Changes to Other: Not Applicable			
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
None	None	None	None
Foundation:	Form/Type:		
Concrete - Poured	None		

Narrative

Study Unit	Other
Transportation	Bridges
Date of Construction:	1941 Built Date
	Builder:
	Engineer: R.W. Finke, DOH
	Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Statement of Significance: The bridge carries SR 525 on a grade across the BNSF railroad tracks ca. 0.1 mile south of the Mukilteo Ferry Terminal. R.W. Finke served as Washington State Department of Highways Bridge Engineer when the bridge was built in 1941. George Stevens was the Department's Bridge Engineer when the structure underwent its most significant modifications in 1967. In the WSDOT inventory of 1940s-built bridges, Bridge 525/10 was determined not NRHP eligible (Krier et al 1992). Due its relatively common type (steel girder and timber stringer/trestle), and that modifications have considerably compromised its historic integrity, Bridge 525/10 is still not NRHP eligible.

Description of Physical Appearance: When constructed in 1941, the concrete deck with asphaltic concrete overlay was 24 ft wide. In 1967 it was widened to 48 ft. ("1941" appears in the north end of the concrete railing; "1967" is inscribed in the south end of the railing.) In 1994 the west side concrete sidewalk was widened from 2 ft to 3 ½ ft matching the width of the walkway on the east side. Widening required that additional timber pilings be added to the west side of the five-pile timber bents supporting the approaches, and that additional concrete columns be added and concrete caps extended to support the main span over the railroad tracks. Along the sidewalks are type BP-B aluminum hollow-tube rails with vertical rod supports attached to the tops of the original concrete balustrade railings. The steel girder main span measures ca. 46 ft long and the timber stringer approaches are ca. 90 ft long.



Historic Inventory Report

Major
Bibliographic
References:

Bridge Engineering Information System (BEIS). On line design drawings and inspection photos and reports. WSDOT Bridge and Structures Office, Tumwater.

Forsman, Leonard. Burlington Northern Overpass Bridge #525/10. Historic Property Inventory form, 2003. In Larson Anthropological Archaeological Services Lmted., Mukilteo Multimodal Ferry Terminal Cultural Resource Assessment Discipline Report, Moffat & Nichol, Seattle, 2006.

Krier, Robert H., Craig Holstine, Robin Bruce, and J.Byron Barber. Inventory and Evaluation of Bridges Built in Washington State 1941-1950. Short Report 92-9. Archaeological and Historical Services, Eastern Washington University, Cheney, 1992.

Photos



West elevation.
2011



2001



2011



Historic Inventory Report

Location

Field Site No. DAHP No. 31-00474
Historic Name: Mukilteo-Everett Stageline Bus Barn
Common Name: Diamond Knot Ale House
Property Address: 621 Front, Mukilteo, WA 98275
Comments:
Tax No./Parcel No. 00459800100600
Plat/Block/Lot
Acreage
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T28R04E	04			Snohomish	MUKILTEO

Coordinate Reference

Easting: 1198079
Northing: 958821
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Mukilteo Ferry Project Date Recorded: 10/12/2011
Field Recorder: Craig Holstine
Owner's Name: Pohl Family Ltd. Partnership
Owner Address: 3601 S/ 272nd St.
City: Kent State: WA Zip: 98032
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Transportation - Road-Related (vehicular)	Current Use: Commerce/Trade - Restaurant		
Plan: Rectangle	Stories: 2	Structural System: Concrete - Block	
Changes to Plan: Slight	Changes to Interior: Extensive		
Changes to Original Cladding: Extensive	Changes to Windows: Extensive		
Changes to Other:			
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Commercial	Wood - Boards	Barrel Vault	Unknown
Foundation:	Form/Type:		
Concrete - Poured	Commercial		

Narrative

Study Unit	Other
Commerce	
Date of Construction:	1942 Built Date
	Builder:
	Engineer:
	Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Statement of Significance: Tax assessor records indicate that this building was constructed in 1942. Between then and ca. 1963, it served as the bus barn for the Mukilteo-Everett Stageline. Russell Edgerton owned this company 1939-1963. During WWII buses transported workers from Mukilteo to Everett to work in the shipyards. Later the local school district parked its buses in the barn. In 1964-65 the school buses moved to the Wilson School. Several restaurants have occupied the building, including the present occupants, the Diamond Knot Ale House (its primary tenant) and a small espresso shop. Due to extensive modifications that have deprived the building of its historic integrity, the structure is not NRHP eligible.

Description of Physical Appearance: Standing on a concrete foundation at the southeast corner of Front St. and SR 525 (a.k.a. Mukilteo Speedway), the building is a rectangular two-story commercial vernacular-style structure with a barrel-vaulted roof. Extensive alterations on both interior and exterior have left little of its historic fabric intact. Various types of sidings now cover the original concrete block walls, and nearly all of the original multi-light metal casement windows have been replaced, as have most of the original exterior doors. Some original door openings have been filled or covered over. A large addition has been built onto the building's west side façade.



Historic Inventory Report

Major
Bibliographic
References:

Koler, Julie. Bus Barn/Diamond Knot Ale House Historic Property Inventory form. 28 October 2005. In Larson Anthropological Archaeological Services Lmted., Mukilteo Multimodal Ferry Terminal Cultural Resource Assessment Discipline Report, Moffat & Nichol, Seattle, 2006.

Niedernhofer, Nancy and Kathryn Schneider. Cheers Too Historic Property Inventory form. Field Site No. 94-80. On file (in 2005), DAPH, Olympia.

Photos



East and north elevations.
2011



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Suite 3142
Seattle, WA 98174
206-220-7954
206-220-7959(fax)

November ~~21~~²⁴, 2011

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
1063 S. Capital Way, Suite 106
Olympia, WA 98504-8343

**RE: Mukilteo Multimodal Project
REQUEST FOR CONCURRENCE:
Built Environment Assessment, Determinations of NRHP Eligibility
DAHP Log #: 121603-01-FTA**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find the Historic Property Inventory report forms for built environment resources identified in the project's area of potential effects. We invite your review and comments regarding our determinations of eligibility for these resources by December 18, 2011.

Our letter of August 30, 2011 noted that we would be following up with correspondence regarding the structures present within the area of potential effects. Craig Holstine, WSDOT historian, has conducted a recent assessment of the built environment resources, and has evaluated each of the relevant buildings and structures: Defense Fuel Supply Point - Tank Farm, Mukilteo Explosive Loading Terminal Barracks, Bridge SR 525/10, and Mukilteo-Everett Stageline Bus Barn. In addition, a consultant has evaluated the Mukilteo Ferry Terminal and the Mukilteo Lighthouse as part of our compliance efforts.

Based upon those evaluations, we have determined that the buildings and structures are not eligible for the National Register of Historic Places (NRHP) due to compromised historical integrity resulting from modifications to character-defining elements. Historic Property Inventory records for those properties have been submitted electronically to DAHP's WISAARD database.

FTA and WSF invite your comments on the evaluation of the historic resources present within the project's area of potential effects, and request your concurrence with our recommended determinations of eligibility.

If you have any questions, please Dan Drais (206.220.4465; Daniel.Drais@dot.gov). More information can be found at <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Thank you for your interest in and assistance with this project. We look forward to hearing from you in the near future.

Sincerely,

A handwritten signature in black ink, appearing to read "R.F. Krochalis". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

R.F. Krochalis
Regional Administrator

Enclosures: Historic Property Inventory reports

cc (w/o encl.) (by email): Scott Williams, WSDOT



Historic Inventory Report

Location

Field Site No. DAHP No.

Historic Name: Defense Fuel Supply Point-Tank Farm

Common Name: Mukilteo Tank Farm

Property Address: 0000 1st Avenue, Mukilteo, WA 98275

Comments:

Tax No./Parcel No. 280404102900

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T29R40E	33	SE		Snohomish	MUKILTEO

Coordinate Reference

Easting: 1199800

Northing: 959329

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Mukilteo Ferry Project

Date Recorded: 10/24/2011

Field Recorder: C. Holstine/L. Forsman

Owner's Name: U.S. Air Force

Owner Address: 62 CES/CEV 555 Barnes Blvd.

City: JBLM

State: WA

Zip: 98438

Classification: Site

Resource Status:

Survey/Inventory

Comments:

originally recorded in 2003

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Defense - Air Facility	Current Use: vacant - not in use		
Plan: None	Stories: N/A	Structural System: None	
Changes to Plan: Extensive	Changes to Interior: Not Applicable		
Changes to Original Cladding: Not Applicable	Changes to Windows: Not Applicable		
Changes to Other: Not Applicable			
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Other	Other	Other	Other
Foundation:	Form/Type:		
Concrete - Poured	Other		

Narrative

Study Unit	Other		
Military	fuel storage		
Date of Construction:	1951 Remodel	Builder:	US Army/US Air Force
		Engineer:	
		Architect:	

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Historic Inventory Report

Statement of Significance:

The Tank Farm represents a post-WWII reuse of a former US Army ammunition depot by the US Air Force for fuel storage purposes. Removal of most of the facility's character-defining features have diminished its integrity to the point that it can no longer be recognized as a historic property and is thus not NRHP eligible. The most recent evaluation in a cultural resources study of the facility also reached that conclusion (Miss et al. 2011:145-46). In addition to removal of the cylindrical metal fuels storage tanks and sections of concrete walls enclosing the tanks, concrete floor slabs, manholes, and pipes were installed during a 1999 cleanup of the site. Historic-era buildings have been removed or severely altered. Of particular note is the former US Army/Air Force Barracks. In recent years the building has undergone considerable interior alteration as an office/laboratory housing the National Oceanic and Atmospheric Administration's (NOAA) Mukilteo Biological Field Facility, Northwest Fisheries Science Center. Although the Barracks building retains some of its original appearance, modifications of numerous character-defining features have compromised the building's historical integrity. Overall the building lacks architectural distinction and, like all buildings and features identified below, is not NRHP eligible. Storage of aviation fuel is not in itself an event or development of historical importance, particularly on the shores of Puget Sound, which is home to other more significant defense facilities (e.g., Joint Base Lewis McCord, Whidbey Island Naval Air Station, Puget Sound Naval Shipyards at Bremerton, Bangor Nuclear Submarine Base, etc.).

From 1903 through 1909, the Mukilteo Lumber Company sawmill stood on the property. The Crown Lumber Company assumed control in 1909 and ran the mill there until 1930 (Kaiser 1990:3-4). The US Army established the Mukilteo Explosive Loading Terminal there in 1942. Explosive ordinance was loaded onto ships supplying the war effort in the Pacific (Bell 1946; Seattle Post-Intelligencer 1946). During WWII numerous features were built, including the Barracks, pier, and firehouse. An Army publication (US Army 1956) included a photo of the Mukilteo Pier at its wartime peak when munitions were stockpiled between railroad tracks and awaiting warships. (The Pier today is not recognizable as the explosives loading dock that appears in the Army publication image.) The publication provides historical context for the complex logistical, safety and security operations of explosives loading facilities such as the Mukilteo depot. In 1951 the US Air Force began storing aviation fuel at the facility, which was christened the Defense Fuel Supply Point-Mukilteo Tank Farm (Ealey 1999). In 1973 private entities operated the publicly owned facility until US Government terminated the contracts in 1990 (Turner 1993:7-9).

During its active service as a fuel storage depot, the facility consisted of ten cylindrical metal tanks storing jet fuel numbered (west to east) 1 through 10. Tanks 1 and 2 were smaller than the rest, holding 55,000 gallons; tanks 3-10 were 80,000 gallon capacity. Fuel was pumped from ships through a system pipes running from the pier to the tanks where it was stored until transferred by rail or trucks to airfields, including nearby Paine Field (Snohomish County Airport) between Mukilteo and Everett. Asphalt pads were installed to support the fuel tanks, which were surrounded by thick concrete walls reportedly to deflect accidental explosions. Later, in 1989, concrete slabs were poured over the asphalt pads to contain leaks developing in the aging tanks (Turner 1993:7-9, 26). Beginning in 1999 the Washington State Department of Ecology oversaw a federally sponsored cleanup of the Tank Farm. DOE installed pipes and manholes throughout most of the site to remove fuel vapors from the soil below the concrete slabs. Sections of the concrete walls were removed to allow vehicles to enter each of the tank enclosures. Fuel tanks had been removed after closure of the facility in 1973, leaving only rusted metal tank bottoms (Forsman 2003).

Description of Physical Appearance:

Historic Inventory Report

The Tank Farm consists of 10 fuel tank compartments with associated service buildings. Four structures may date from the Army's use of the property, beginning in 1942: the Barracks, Firehouse, Superintendent's Office, and the Pier. The former Barracks (currently the National Oceanic and Atmospheric Administration's (NOAA) Mukilteo Biological Field Facility, Northwest Fisheries Science Center) is the most distinctive and has been inventoried in an individual historic property inventory report. Although the two-story frame Barracks building retains some of its original appearance, modifications of numerous character-defining features have compromised the building's historical integrity. Overall the building lacks architectural distinction and is not NRHP eligible. Other buildings on the Tank Farm include:

Guard Hut

Standing just inside the entry gate immediately in front (south) of the main doors of the Barracks is a small building with an attached sign reading: "WARNING NO SMOKING NO OPEN FLAMES OR MATCHES OR LIGHTERS BEYOND THIS POINT," indicating the building's association with the facility's explosives or aviation fuel storage eras. Metal windows on three sides of the building affording views up and down Front Street reflect its use as a guard hut. Corrugated sheet metal covers the sides and shed roof, and a metal door enters the building's east wall.

Superintendent's Office

Located across (south) from the Guard Hut is a small building identified by a sign that was on its north elevation when the building was recorded in 2003 (Forsman 2003). At that time, wood clapboard siding had not yet been covered by the modern metal siding that covers the building's walls today. Modern sliding metal windows have replaced original windows. Doors enter is east and south (rear) elevations, the latter adjacent to a shed-roofed extension. Asphalt shingles cover that and the structure's side-facing gable roof.

Firehouse (Building T-453)

A few feet southeast of the Superintendent's Office stands the station that housed perhaps two fire trucks and a crew of firefighters. Two high, wide, wooden rollaway vehicle doors typical of fire stations of the mid twentieth century access the front of the frame structure. Adjacent to the west-half door (which is slightly higher and wider than its mate in the building's east half) is a pedestrian door. Like those in the vehicle doors, its window sheds light on the interior space. A thin metal cornice accentuates the extremely low pitch of the building's slightly gabled roof. China glaze asbestos shingles cover the firehouse's walls, which extend southward on the narrower addition that served as the living quarters for the fire crew. Windows throughout the building are modern metal fixed panes with hinged lower lights providing ventilation. Two doors enter the living quarters' west wall, and a single door enters the back (south) wall. Composition asphalt shingles cover the gable roof on the living quarters and the shed-roofed square addition attached to both the living quarters' west wall and the south wall of the fire station. Overall the building measures ca. 30 ft wide (across the front of the fire house, which is wider than the living quarters) by ca. 150 ft (from the front of the firehouse to the rear of the living quarters).

Pump Shelter

Located approximately 300 ft southwest of the south end of the Pier, the shelter consists of a corrugated metal roof covering pump equipment mounted on a concrete floor. Steel trusses on vertical steel beams with knee braces support the roof of the structure, which is without walls on all four sides. Given the pumps' function, the structure appears to date from the facility's development as an aviation fuel storage depot.

USAF Test Lab (Building I)

About 350 ft west of the south end of the Pier, the USAF built the Test Lab in the early 1950s (Turner 1993:24). The single-story concrete-block building's plan is irregular, as is its two-level flat roof. Seven pipes and two chimneys protrude from the roof.

Historic Inventory Report

Prefabricated Building

Standing ca. 15 ft west of the Test Lab is a small rectangular prefabricated building with T-111 siding and a flat roof. It is located within the cyclone fence surrounding the Test Lab.

Metal Building

Within the fenced enclosure ca. 20 ft east of the Test Lab is a modern rectangular building with corrugated metal siding on its walls and gable roof.

Fuel Filters Shelter

Standing ca. 25 ft west of the USAF Test Lab, the structure consists of steel trusses on vertical steel beams with knee braces supporting a sheet metal gable roof. The structure lacks walls around the fuel filter equipment, which is mounted on a concrete floor. Obviously the structure dates from the aviation fuel storage era of the facility.

Building 7

Corrugated metal covers the sides and shed roof of this building, which stands a short distance west of the south end of the Pier. The building measures ca. 12 x 9 ft and is vented on its two side walls below the high end of the shed roof. Rusted paint cans have been left on metal shelving standing on the building's concrete floor, perhaps indicating it once served for paint storage.

Building T-408

Standing just south of the end of the Pier is a plywood building consisting of three rooms: a front office and two rear machinery rooms. The front room has a door and two metal windows facing west onto the roadway and tracks leading to the Pier. An unidentifiable piece of machinery and what appears to be an air compressor are mounted in one of the building's rear rooms, which are accessed via a door on the north wall. Three metal windows on the east wall shed light into the rooms.

Buildings T-410, T-411, etc.

Located on the Pier adjacent to railroad tracks, pumps and elevated metal walkways, as many as seven small plywood and horizontal wood-sided, shed-roofed buildings stand on the pier. The functions of the buildings are unknown, but given what appears to be a fire hydrant adjacent to the southernmost (T-410) building, it is likely they housed fire-suppression gear and equipment.

Notable Features

Pier

Extending ca. 1,400 feet from its gated entrance, the pier originally used for loading and unloading explosives was extensively modified for handling shipments of aviation fuel. Today the ca. 140 ft-wide deck is asphalt-covered and supported by timber pilings, many of which (according to local divers) no longer reach to the sea floor. In addition to the shed-roofed buildings noted above, numerous features and structures are scattered about the pier's deck. Three rail lines run onto the pier amidst raised metal walkways and pipes that once transmitted fuel between ships and storage tanks at the facility. Metal light poles stand along the walkways. Four large pipes run along the west edge of the pier and several smaller pipes run along its east edge.

Fuel Pads and Enclosures

Beginning along and south of the main road directly south of the Pier and extending to the east end of the facility, twelve-foot high concrete walls surround the enclosures that once contained aviation fuel storage tanks. At the west end nearest the Pier are fuel tank pad enclosures 1 and 2. They are square concrete slabs measuring 175 ft per side sharing a center wall. Each enclosure contains a ca. 100-ft diameter circular metal base on which fuel storage tanks once stood. Eight rectangular enclosures (designated 3 through 10) consist of 275 x 160 ft concrete slabs surrounded by 12 ft concrete walls. A common wall is shared by each adjacent enclosure in which a ca. 125 ft-diameter metal fuel tank base is centered.

Asphalt Pad

Historic Inventory Report

An asphalt curb encloses a ca. 45 x 30 ft asphalt-covered slab located a short distance southwest of the Pier immediately south of Building 7. A hinged metal hatch and metal ladder access one subsurface work area, and another is covered by movable concrete panels. Gauges mounted on raised panels atop metal poles at the south edge of the pad hint at the function of this curious feature.

Major
Bibliographic
References:

Bell, Eleanor. "Mukilteo War Secret Bared." *Seattle Post-Intelligencer*. 21 April 1946.

Ealey, Trigie. "Recovering the Tank Farm." *Mukilteo Tribune*. 29 July 1999.

Forsman, Leonard. Mukilteo Explosive Loading Terminal Tank Farm, Barracks/NOAA Mukilteo Biological Field Facility, Firehouse, Pier, and Superintendent's Office Historic Property Inventory forms. 10 October 2003. In Larson Anthropological Archaeological Services Lmted., Mukilteo Multimodal Ferry Terminal Cultural Resource Assessment Discipline Report, Moffat & Nichol, Seattle, 2006.

Kaiser, James G. *Crown Lumber Company and the Early Growth of Mukilteo*. Packrat Press, Oak Harbor, WA, 1990.

Miss, Christian J., Robert Kopperl, Charles M. Hodges, Sharon A. Boswell, William White III, Eileen Heideman, and Ann Sharley. Environmental Impact Statement, Cultural Resources Discipline Report, Mukilteo, Snohomish County, WA. Northwest Archaeological Associates/SWCA, Seattle, May 2011.
Seattle Post-Intelligencer. "This Is Mukilteo." 16 April 1946.

Turner, Edwin J. Work Plan for Interim Remedial Actions, Remedial Investigation and Feasibility Study Testing. Defense Fuel Supply Point, Mukilteo Facility. Groundwater Technology Government Services, Kent, WA. Prepared for Defense Fuel Supply Center, DFSC-PSA, Cameron Station, Alexandria, VA, 1993.
US Army. *United States Army in World War 2, Technical Services, Transportation Corps, Movements, Training, and Supply*. Center of Military History Publication 10 20, Government Printing Office, Washington, D.C., 1956.

Photos



Circular fuel tank pad within a concrete-walled enclosure.
2011



Metal fuel pad in enclosure 10.
2011



2011



Pier from enclosure wall along frontage road.
2011



2011



Raised metal walkways, light poles, fuel pipes visible behind shed; fire hydrant in front of Building T-410.
Building T-410 on SW end of Pier.

2011



Bldg. T-411 and fuel pipes and walkways.
2011



Barracks NE of entrance at Park Ave. & Front St.
2011



Historic Inventory Report

South elevation, Superintendent's House and Barracks
2011



2011



North (with doors) and west (with windows) elevations
2011

Superintendent's Office north & east elevations
2011



2011



Pump shelter south of Pier
2011



Fuel filters shelter west of Experimental Lab.
2011



South & east elevations of USAF Test Lab
2011



Asphalt pad is overgrown between raised control panels
(right) and Building 7 (background).
Hatch to underground compartments under foundation
2011



Building T-408 adjacent to Pier entrance.
2011



Building T-408 west & south elevations.
 2011



2011



2011

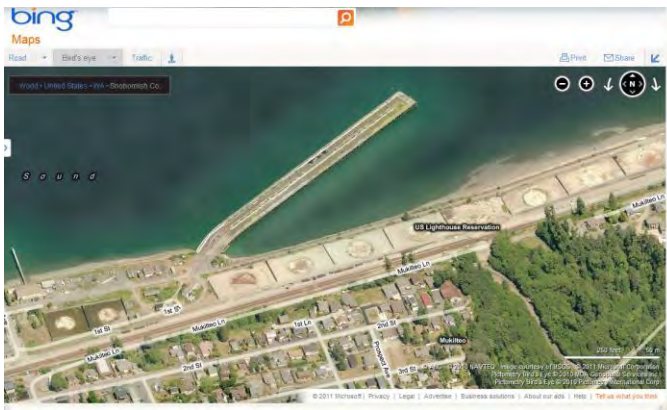
Possible compressor and associated machinery in T-408.
 2011



2011



2011



Aerial view 2010.
Tank farm along shoreline and Pier.
2010



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

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206-220-7954
206-220-7959 (fax)

DEC 11 2003

Dr. Allyson Brooks
Washington State Office of Archaeology and Historic Preservation
1063 S. Capital Way, Suite 106
PO Box 48343
Olympia, Washington 98504-8343

Dear Dr. Brooks:

The purpose of this letter is to notify you that the Mukilteo Multimodal Facility Project (Figure 1) in Mukilteo, Washington, proposed by the Washington State Ferries (WSF) will be a Federal undertaking. As such, the project is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and associated implementing regulations 36 CFR 800. Per Subpart A, Section 800.2(a)(3) and 800.2(c)(4) of these regulations, FTA is authorizing WSF, as an applicant for Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 consultation for this project. The delegated authority does not extend to making determinations, such as the area of potential effects or consulting parties.

The Federal Transit Administration (FTA) and WSF are currently preparing an Environmental Assessment (EA) for the Mukilteo Multimodal Facility Project. The EA will be considering a range of alternatives, which are currently undergoing development. We will be sharing information with your office throughout the process.

Our Section 106 strategy is to use the procedures for public involvement associated with the National Environmental Policy Act. Therefore, we will include the cultural resources documentation and associated impact assessment data within the EA. Technical reports and similarly required supporting information will also be contained within or referenced as an appendix to the EA.

Below is an overview of the project, information on the project history, description of the proposed areas of potential effect (APE) and potential effects from the proposed project that may affect cultural resources and historic buildings and/or structures.

WSF Project Overview

WSF has two primary objectives for this project: 1) to construct a ferry terminal at Mukilteo that provides seamless and safe connections for ferry riders from Whidbey Island to the bus, rail, bicycle, pedestrian and automobile travel modes, and 2) to develop

a multimodal facility that promotes use of HOV and non-motorized transportation modes and is compatible with the natural environment and community needs.

Components of the multimodal site and building program include:

- Two Operating Ferry Slips
- Secure Vehicle Holding for Two “Boatloads”
- Overhead Passenger Loading Connection to Ferries and to Commuter Rail
- Four Toll Booths
- Secure Walk-on Passenger Waiting
- Passenger Circulation, Security Screening & Ticketing Control
- Passenger Amenities Including Restrooms, Vending & Information
- Potential Commercial Concessions
- Staff Facilities Including Agents Area & Crew Room
- Support Facilities Including Storage & Mechanical/Electrical Rooms
- Transit Center with Seven Bus Bays

WSF’s Mukilteo Multimodal project has been referred to as a “project within a project”. Figure 4 illustrates conceptually how WSF’s multimodal project fits into the overall scheme to redevelop the Mukilteo Tank Farm property.

Project History

In 1954, the present ferry terminal was constructed at the existing location (see Figure 2), and it was expanded in 1954 and again in 1992.

Over the years, ferry traffic has increased dramatically and the current facility is overtaxed. During peak times, traffic waiting to board a ferry backs up out of the ferry holding area into a lane for ferry traffic along the shoulder of SR 525, causing congestion and making local traffic circulation difficult.

In the mid-1990’s, the City of Mukilteo led a planning effort that culminated in 1995 with the Mukilteo Multimodal Terminal and Access Study SEPA Programmatic EIS. Both draft and final Programmatic EIS’s were published in 1995. The EIS studied a proposal for a “multimodal” terminal that would co-locate ferry, transit and commuter rail services. The City’s EIS process selected a preferred location – the Central Waterfront Site – on the Mukilteo Tank Farm property for the multimodal terminal (See Figure 2 for proposed location of the ferry terminal). The Tank Farm property lies along the waterfront east of the existing ferry terminal (Figure 3).

However, as previously stated, the current NEPA EA will not be limited to the SEPA EIS preferred alternative, but will consider a variety of alternatives.

Archeological Resource APE and Potential Effects

The proposed APE for archeological resources is defined in the following areas (see Figure 2):

Tank Farm

The APE for the Tank Farm was determined by the horizontal extent of the proposed multimodal project boundary and the potential vertical distance for clearing, grading, and construction (see Figure 2). Not all of the site would be excavated, and excavation would occur in localized areas (e.g., utility installation). The extent of excavation below the existing surface at the site is estimated to be between 5 and 10 feet. However, construction of columns to support an overhead passenger loading facility could require the use of 6 to 10-foot diameter drilled shafts, which may require drilling up to 100 feet in depth.

Excavation and grading on the site could potentially un-earth cultural resources. Potential archaeological resources may include remnants of an old lumber mill that operated on the site in the early 1900s; however, during demolition of the facility in 1931, remaining structures were destroyed by fire.

Existing Ferry Terminal

WSF would likely remove many of the in-water structures (wingwalls, towers, and floating dolphin) at the existing WSF ferry terminal, and there is a potential that removal of these in-water structures could uncover archaeological resources.

WSDOT Right of Way

WSF may modify a portion of property east of the Tank Farm property for habitat enhancements or public access. Any earth moving activities could uncover archaeological resources.

Historic Buildings and Structures APE and Potential Effects

The APE for historic buildings and structures was defined based on known and possible historic buildings and structures and the proximity of the proposed WSF ferry terminal to these known or potential buildings and structures. It is possible that construction could result in the removal of historic buildings and structures located on the Tank Farm. In addition, construction may result in vibrations, which may affect the historic buildings and structures that remain onsite.

With this letter, we request your concurrence in the proposed APE and would like to hear about any issues you may see regarding historic properties in the study area. FTA and WSF will consult with you during this undertaking in compliance with the requirements of Section 106. Please call me at (206) 220-7953 if you have any questions. We look forward to your reply.

Sincerely,



Jennifer Bowman
Community Planner

Cc: Nicole McIntosh – WSF Project Manager
Lynn Larson – LAAS
Tracey McKenzie – Anchor Environmental



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

December 19, 2011

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 040110-29-FTA

Property: Mukilteo Multimodal Project II

Re: NOT Eligible

Dear Mr. Krochalis:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The above referenced property has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

We have reviewed the properties surveyed within the Area of Potential Effects by your professional consultant and concur with their findings that they are not currently listed in the Washington Heritage Register or National Register of Historic Places. Those properties are NOT ELIGIBLE for the National Register of Historic Places under criterion C. As a result of this finding, further contact with DAHP is not necessary. However, if additional information on the property becomes available, or if any archaeological resources are uncovered during construction, please halt work in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. If you have any questions, please contact me.

Sincerely,

Russell Holter
Project Compliance Reviewer
(360) 586-3533
russell.holter@dahp.wa.gov



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
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June 12, 2012

Honorable Cliff Cultee
Lummi Nation
2616 Kwina Road
Bellingham, Washington 98226

**RE: Mukilteo Multimodal Project
Invitation to Participate as a Consulting Party under Section 106 of
the National Historic Preservation Act**

Dear Chairman Cultee:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation, Ferries Division (WSF) is continuing the environmental review for the Mukilteo Multimodal Project in compliance with the National Environmental Policy Act (NEPA). Having published a Draft Environmental Impact Statement (Draft EIS), and having considered the analysis it described as well as tribal, agency and public comments on it, the Washington State Department of Transportation (WSDOT) has selected Elliott Point 2 as the Preferred Alternative. FTA and WSDOT are now working on the Final EIS and related consultations, including the National Historic Preservation Act (NHPA).

Consistent with the NHPA, FTA has determined that the Preferred Alternative is an undertaking that would result in an adverse effect on historic resources. **This letter invites the Lummi Nation to confirm its interest in participating as a consulting party under Section 101(d)(6)(B) of the NHPA in the resolution of adverse effects on historic and cultural resources.** We request your formal response to the participation invitation by July 10.

If you wish to participate as a consulting party, please be aware that **FTA and WSDOT will host a pre-consultation meeting focusing on the Preferred Alternative and recent design refinements on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our approach and a proposed schedule for developing a Memorandum of Agreement (MOA) with DAHP and the other consulting parties. We would benefit from your presence, but will have a call-in number for those who cannot attend.

OVERVIEW

The basis for FTA's determination of effect and the documentation of previous efforts to identify potentially affected resources and avoidance alternatives were detailed in the Mukilteo Multimodal Project Draft EIS. The Lummi Nation received a copy of that document and its supporting documents, including the Cultural Resources Discipline Report, in January 2012. The Draft EIS concluded that all the alternatives had potential adverse effects on historic resources.

The WSDOT Preferred Alternative (Elliot Point 2) would remove the existing ferry terminal facilities and construct a new ferry terminal with integrated multimodal facilities on the Mukilteo Tank Farm—a nearby waterfront parcel that is currently vacant and previously used for industrial and military purposes. The new facility would include a new berth for the ferry, passenger and maintenance

buildings, toll booths, holding lanes for vehicles, a transit center, parking areas, walkways, and a shoreline esplanade. The project would also improve and extend connecting roadways to the site, and provide lighting and utilities at the site. Some existing or remnant facilities and buildings would be removed, as would the existing ferry terminal facilities.

While several historic properties are within the area to be redeveloped, project designers have been able to site many of the necessary improvements above or outside the known limits of archaeological resources in the area. Since publishing the Draft EIS, WSDOT has identified additional design refinements to Elliot Point 2 to further minimize the risk of disturbance.

Following is a brief overview of Section 106 consultation, the role of the consulting parties, the historic properties that this project might affect, and a look at next steps in the process.

SECTION 106 CONSULTATION

The regulations that implement Section 106 of the NHPA require the responsible federal agency, in this case FTA, to follow procedures for meeting its legal obligation to assess the effects of its actions, called undertakings, on historic properties. "Historic properties" are historic and archaeological resources that are listed in or eligible for listing in the National Register of Historic Places. The agency must consider the effects of the undertaking in consultation with parties that have a demonstrated legal or economic interest in the undertaking, or a concern about the undertaking's effects on historic properties. These parties are called the "consulting parties" in the Section 106 regulations. FTA is inviting you to participate in the Section 106 consultation process as a consulting party.

ROLE OF THE CONSULTING PARTIES

Consulting parties play an important role in the Section 106 process. The federal agency must identify the consulting parties, invite them into the consultation process, and listen to their concerns about, and ideas for, resolving adverse effects. Consultation is defined as "the process of seeking, discussing, and considering the views of other participants, and, where feasible, seeking agreement with them regarding matters arising in the Section 106 process."

As a consulting party, you will have the opportunity to help FTA and WSDOT resolve the adverse effects of the undertaking on historic properties by suggesting ideas that you think the agency should consider. The ideas may concern avoidance, minimization, or mitigation of the project's potential adverse effects. Even though the federal agency is not required to adopt these ideas, the process allows the consulting parties to influence the agency's decisions about what it will do to meet the legal requirements and to achieve the best possible preservation outcome. In this manner, the agency can balance the needs of the undertaking with its responsibility to be a good steward of the community's historic properties. Ultimately, the NHPA requires that the appropriate parties will develop an MOA that seeks to resolve adverse effects on historic properties by detailing *adverse effect resolution*, stipulating *measures to avoid adverse effects*, and including a *treatment plan to guide actions* during future design and construction activities.

ANTICIPATED ADVERSE EFFECTS FOR THE MUKILTEO MULTIMODAL PROJECT

Based on the Draft EIS and its accompanying Cultural Resources Discipline Report, FTA has determined the Mukilteo Multimodal Project would adversely affect at least one of several historically significant properties within the project Area of Potential Effects:

- 45SN108 – Point Elliott Treaty Site (PETS); determined National Register of Historic Places (NRHP) eligible per Criteria A, B, and D
- 45SN393 – Mukilteo Shoreline Site (MSS); determined NRHP eligible per Criterion D
- 45SN404 – Old Mukilteo Townsite (OMT); determined NRHP eligible per Criterion D

Old Mukilteo Townsite

We anticipate direct adverse effects on this property arising from the construction of retaining walls on the First Street extension, installation of stormwater ponds and other facilities,

installation of utilities, and potential foundation footings for retaining walls. Avoidance may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects on the Old Mukilteo Townsite.

Point Elliott Treaty Site

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Mukilteo Shoreline Site

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NEXT STEPS

As noted above, to brief potential consulting parties, **FTA and WSDOT will host a pre-consultation meeting on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our proposed approach and schedule for developing an MOA with DAHP and the other consulting parties. In-person attendance would be ideal, but we will provide a call-in number if you cannot attend in person.

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Please confirm whether you would like to participate in the MOA process and let us know whether you would like to attend the June 26 meeting.

Please contact me if you have any questions. You may also contact Dan Drais of FTA at 206.220.4465 or daniel.drais@dot.gov; Michael Chidley, WSDOT Cultural Resources Specialist, at 206.440.4525 or chidlem@wsdot.wa.gov; or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. You can find more information about the Preferred Alternative at www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you again for continuing to consult with us on this important project.

Sincerely,



R.F. Krochalis
Regional Administrator

cc: Lena Tso, Lummi Cultural Resources
Allyson Brooks, State Historic Preservation Officer

Paul Krueger, WSDOT Project Environmental Manager



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Suite 3142
Seattle, WA 98174
206-220-7954
206-220-7959(fax)

June 12, 2012

Honorable Virginia Cross
Muckleshoot Indian Tribe
39015 172nd Avenue Southeast
Auburn, Washington 98092

**RE: Mukilteo Multimodal Project
Invitation to Participate as a Consulting Party under Section 106 of
the National Historic Preservation Act**

Dear Chairwoman Cross:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation, Ferries Division (WSF) is continuing the environmental review for the Mukilteo Multimodal Project in compliance with the National Environmental Policy Act (NEPA). Having published a Draft Environmental Impact Statement (Draft EIS), and having considered the analysis it described as well as tribal, agency and public comments on it, the Washington State Department of Transportation (WSDOT) has selected Elliott Point 2 as the Preferred Alternative. FTA and WSDOT are now working on the Final EIS and related consultations, including the National Historic Preservation Act (NHPA).

Consistent with the NHPA, FTA has determined that the Preferred Alternative is an undertaking that would result in an adverse effect on historic resources. **This letter invites the Muckleshoot Indian Tribe to confirm its interest in participating as a consulting party under Section 101(d)(6)(B) of the NHPA in the resolution of adverse effects on historic and cultural resources.** We request your formal response to the participation invitation by July 10.

If you wish to participate as a consulting party, please be aware that **FTA and WSDOT will host a pre-consultation meeting focusing on the Preferred Alternative and recent design refinements on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our approach and a proposed schedule for developing a Memorandum of Agreement (MOA) with DAHP and the other consulting parties. We would benefit from your presence, but will have a call-in number for those who cannot attend.

OVERVIEW

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The WSDOT Preferred Alternative (Elliot Point 2) would remove the existing ferry terminal facilities and construct a new ferry terminal with integrated multimodal facilities on the Mukilteo Tank Farm—a nearby waterfront parcel that is currently vacant and previously used for industrial and military purposes. The new facility would include a new berth for the ferry, passenger and maintenance

buildings, toll booths, holding lanes for vehicles, a transit center, parking areas, walkways, and a shoreline esplanade. The project would also improve and extend connecting roadways to the site, and provide lighting and utilities at the site. Some existing or remnant facilities and buildings would be removed, as would the existing ferry terminal facilities.

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Following is a brief overview of Section 106 consultation, the role of the consulting parties, the historic properties that this project might affect, and a look at next steps in the process.

SECTION 106 CONSULTATION

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- 45SN393 – Mukilteo Shoreline Site (MSS); determined NRHP eligible per Criterion D
- 45SN404 – Old Mukilteo Townsite (OMT); determined NRHP eligible per Criterion D

Old Mukilteo Townsite

We anticipate direct adverse effects on this property arising from the construction of retaining walls on the First Street extension, installation of stormwater ponds and other facilities,

installation of utilities, and potential foundation footings for retaining walls. Avoidance may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects on the Old Mukilteo Townsite.

Point Elliott Treaty Site

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NEXT STEPS

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Please confirm whether you would like to participate in the MOA process and let us know whether you would like to attend the June 26 meeting.

Please contact me if you have any questions. You may also contact Dan Drais of FTA at 206.220.4465 or daniel.drais@dot.gov; Michael Chidley, WSDOT Cultural Resources Specialist, at 206.440.4525 or chidlem@wsdot.wa.gov; or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. You can find more information about the Preferred Alternative at www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you again for continuing to consult with us on this important project.

Sincerely,



R.F. Krochalis
Regional Administrator

cc: Laura Murphy, Muckleshoot Cultural Resources
Allyson Brooks, State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Suite 3142
Seattle, WA 98174
206-220-7954
206-220-7959(fax)

June 12, 2012

Honorable Tom Wooten
Samish Indian Nation
PO Box 217
Anacortes, Washington 98221

**RE: Mukilteo Multimodal Project
Invitation to Participate as a Consulting Party under Section 106 of
the National Historic Preservation Act**

Dear Chairman Wooten:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation, Ferries Division (WSF) is continuing the environmental review for the Mukilteo Multimodal Project in compliance with the National Environmental Policy Act (NEPA). Having published a Draft Environmental Impact Statement (Draft EIS), and having considered the analysis it described as well as tribal, agency and public comments on it, the Washington State Department of Transportation (WSDOT) has selected Elliott Point 2 as the Preferred Alternative. FTA and WSDOT are now working on the Final EIS and related consultations, including the National Historic Preservation Act (NHPA).

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OVERVIEW

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Old Mukilteo Townsite

We anticipate direct adverse effects on this property arising from the construction of retaining walls on the First Street extension, installation of stormwater ponds and other facilities,

installation of utilities, and potential foundation footings for retaining walls. Avoidance may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects on the Old Mukilteo Townsite.

Point Elliott Treaty Site

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NEXT STEPS

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Thank you again for continuing to consult with us on this important project.

Sincerely,



 R.F. Krochalis
Regional Administrator

cc: Jackie Ferry, Samish Cultural Resources
Allyson Brooks, State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Suite 3142
Seattle, WA 98174
206-220-7954
206-220-7959(fax)

June 12, 2012

Honorable Janice Mabee
Sauk-Suiattle Indian Tribe
5318 Chief Brown Lane
Darrington, Washington 98241

**RE: Mukilteo Multimodal Project
Invitation to Participate as a Consulting Party under Section 106 of
the National Historic Preservation Act**

Dear Chairwoman Mabee:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation, Ferries Division (WSF) is continuing the environmental review for the Mukilteo Multimodal Project in compliance with the National Environmental Policy Act (NEPA). Having published a Draft Environmental Impact Statement (Draft EIS), and having considered the analysis it described as well as tribal, agency and public comments on it, the Washington State Department of Transportation (WSDOT) has selected Elliott Point 2 as the Preferred Alternative. FTA and WSDOT are now working on the Final EIS and related consultations, including the National Historic Preservation Act (NHPA).

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OVERVIEW

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Old Mukilteo Townsite

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installation of utilities, and potential foundation footings for retaining walls. Avoidance may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects on the Old Mukilteo Townsite.

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Adverse effects would come from disturbing the artifacts within this site. To resolve them, the project intends to (a) avoid the known horizontal and vertical limits of the site, and (b) place engineered fill to encapsulate and protect areas within the site. Still, we recognize that construction activities could intersect with intact or sensitive materials that were not anticipated, such as site limit extensions or within previously disturbed areas.

NEXT STEPS

As noted above, to brief potential consulting parties, **FTA and WSDOT will host a pre-consultation meeting on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our proposed approach and schedule for developing an MOA with DAHP and the other consulting parties. In-person attendance would be ideal, but we will provide a call-in number if you cannot attend in person.

We anticipate formal MOA development meetings and coordination to begin in mid-July and hope to circulate a draft MOA by late 2012. The signed MOA will be included in the project's Record of Decision (ROD), which FTA expects to prepare after releasing the Final EIS in spring 2013.


Please confirm whether you would like to participate in the MOA process and let us know whether you would like to attend the June 26 meeting.

Please contact me if you have any questions. You may also contact Dan Drais of FTA at 206.220.4465 or daniel.drais@dot.gov; Michael Chidley, WSDOT Cultural Resources Specialist, at 206.440.4525 or chidlem@wsdot.wa.gov; or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. You can find more information about the Preferred Alternative at www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you again for continuing to consult with us on this important project.

Sincerely,



 R.F. Krochalis
Regional Administrator

cc: Norma Joseph, Sauk-Suiattle Cultural Resources
Allyson Brooks, State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

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206-220-7959(fax)

June 12, 2012

Honorable Shelley Burch
Snoqualmie Indian Tribe
PO Box 969
Snoqualmie, Washington 98065

**RE: Mukilteo Multimodal Project
Invitation to Participate as a Consulting Party under Section 106 of
the National Historic Preservation Act**

Dear Chairwoman Burch:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation, Ferries Division (WSF) is continuing the environmental review for the Mukilteo Multimodal Project in compliance with the National Environmental Policy Act (NEPA). Having published a Draft Environmental Impact Statement (Draft EIS), and having considered the analysis it described as well as tribal, agency and public comments on it, the Washington State Department of Transportation (WSDOT) has selected Elliott Point 2 as the Preferred Alternative. FTA and WSDOT are now working on the Final EIS and related consultations, including the National Historic Preservation Act (NHPA).

Consistent with the NHPA, FTA has determined that the Preferred Alternative is an undertaking that would result in an adverse effect on historic resources. **This letter invites the Snoqualmie Indian Tribe to confirm its interest in participating as a consulting party under Section 101(d)(6)(B) of the NHPA in the resolution of adverse effects on historic and cultural resources.** We request your formal response to the participation invitation by July 10.

If you wish to participate as a consulting party, please be aware that **FTA and WSDOT will host a pre-consultation meeting focusing on the Preferred Alternative and recent design refinements on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our approach and a proposed schedule for developing a Memorandum of Agreement (MOA) with DAHP and the other consulting parties. We would benefit from your presence, but will have a call-in number for those who cannot attend.

OVERVIEW

The basis for FTA's determination of effect and the documentation of previous efforts to identify potentially affected resources and avoidance alternatives were detailed in the Mukilteo Multimodal Project Draft EIS. The Snoqualmie Indian Tribe received a copy of that document and its supporting documents, including the Cultural Resources Discipline Report, in January 2012. The Draft EIS concluded that all the alternatives had potential adverse effects on historic resources.

The WSDOT Preferred Alternative (Elliot Point 2) would remove the existing ferry terminal facilities and construct a new ferry terminal with integrated multimodal facilities on the Mukilteo Tank Farm—a nearby waterfront parcel that is currently vacant and previously used for industrial and military purposes. The new facility would include a new berth for the ferry, passenger and maintenance

buildings, toll booths, holding lanes for vehicles, a transit center, parking areas, walkways, and a shoreline esplanade. The project would also improve and extend connecting roadways to the site, and provide lighting and utilities at the site. Some existing or remnant facilities and buildings would be removed, as would the existing ferry terminal facilities.

While several historic properties are within the area to be redeveloped, project designers have been able to site many of the necessary improvements above or outside the known limits of archaeological resources in the area. Since publishing the Draft EIS, WSDOT has identified additional design refinements to Elliot Point 2 to further minimize the risk of disturbance.

Following is a brief overview of Section 106 consultation, the role of the consulting parties, the historic properties that this project might affect, and a look at next steps in the process.

SECTION 106 CONSULTATION

The regulations that implement Section 106 of the NHPA require the responsible federal agency, in this case FTA, to follow procedures for meeting its legal obligation to assess the effects of its actions, called undertakings, on historic properties. "Historic properties" are historic and archaeological resources that are listed in or eligible for listing in the National Register of Historic Places. The agency must consider the effects of the undertaking in consultation with parties that have a demonstrated legal or economic interest in the undertaking, or a concern about the undertaking's effects on historic properties. These parties are called the "consulting parties" in the Section 106 regulations. FTA is inviting you to participate in the Section 106 consultation process as a consulting party.

ROLE OF THE CONSULTING PARTIES

Consulting parties play an important role in the Section 106 process. The federal agency must identify the consulting parties, invite them into the consultation process, and listen to their concerns about, and ideas for, resolving adverse effects. Consultation is defined as "the process of seeking, discussing, and considering the views of other participants, and, where feasible, seeking agreement with them regarding matters arising in the Section 106 process."

As a consulting party, you will have the opportunity to help FTA and WSDOT resolve the adverse effects of the undertaking on historic properties by suggesting ideas that you think the agency should consider. The ideas may concern avoidance, minimization, or mitigation of the project's potential adverse effects. Even though the federal agency is not required to adopt these ideas, the process allows the consulting parties to influence the agency's decisions about what it will do to meet the legal requirements and to achieve the best possible preservation outcome. In this manner, the agency can balance the needs of the undertaking with its responsibility to be a good steward of the community's historic properties. Ultimately, the NHPA requires that the appropriate parties will develop an MOA that seeks to resolve adverse effects on historic properties by detailing *adverse effect resolution*, stipulating *measures to avoid adverse effects*, and including a *treatment plan to guide actions* during future design and construction activities.

ANTICIPATED ADVERSE EFFECTS FOR THE MUKILTEO MULTIMODAL PROJECT

Based on the Draft EIS and its accompanying Cultural Resources Discipline Report, FTA has determined the Mukilteo Multimodal Project would adversely affect at least one of several historically significant properties within the project Area of Potential Effects:

- 45SN108 – Point Elliott Treaty Site (PETS); determined National Register of Historic Places (NRHP) eligible per Criteria A, B, and D
- 45SN393 – Mukilteo Shoreline Site (MSS); determined NRHP eligible per Criterion D
- 45SN404 – Old Mukilteo Townsite (OMT); determined NRHP eligible per Criterion D

Old Mukilteo Townsite

We anticipate direct adverse effects on this property arising from the construction of retaining walls on the First Street extension, installation of stormwater ponds and other facilities,

installation of utilities, and potential foundation footings for retaining walls. Avoidance may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects on the Old Mukilteo Townsite.

Point Elliott Treaty Site

The EIS did not identify likely adverse effects on the Point Elliott Treaty Site. However, fill would help avoid any potential effects on archaeological resources relating to the treaty signing. In addition, due to the sensitivity of the site to tribal members, the project could also employ context-sensitive design, public education, and/or commemorative project elements. The goal would be to recognize the importance of the site to tribes and avoid adversely affecting characteristics related to broad historical patterns and significant persons.

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NEXT STEPS

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Please confirm whether you would like to participate in the MOA process and let us know whether you would like to attend the June 26 meeting.

Please contact me if you have any questions. You may also contact Dan Drais of FTA at 206.220.4465 or daniel.drais@dot.gov; Michael Chidley, WSDOT Cultural Resources Specialist, at 206.440.4525 or chidlem@wsdot.wa.gov; or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. You can find more information about the Preferred Alternative at www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you again for continuing to consult with us on this important project.

Sincerely,



for R.F. Krochalis
Regional Administrator

cc: Steven Mullin-Moses, Snoqualmie Cultural Resources
Allyson Brooks, State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

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206-220-7954
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June 12, 2012

Honorable Shawn Yanity
Stillaguamish Tribe of Indians
3310 Smokey Point Drive
Arlington, Washington 98223

**RE: Mukilteo Multimodal Project
Invitation to Participate as a Consulting Party under Section 106 of
the National Historic Preservation Act**

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation, Ferries Division (WSF) is continuing the environmental review for the Mukilteo Multimodal Project in compliance with the National Environmental Policy Act (NEPA). Having published a Draft Environmental Impact Statement (Draft EIS), and having considered the analysis it described as well as tribal, agency and public comments on it, the Washington State Department of Transportation (WSDOT) has selected Elliott Point 2 as the Preferred Alternative. FTA and WSDOT are now working on the Final EIS and related consultations, including the National Historic Preservation Act (NHPA).

Consistent with the NHPA, FTA has determined that the Preferred Alternative is an undertaking that would result in an adverse effect on historic resources. **This letter invites the Stillaguamish Tribe of Indians to confirm its interest in participating as a consulting party under Section 101(d)(6)(B) of the NHPA in the resolution of adverse effects on historic and cultural resources.** We request your formal response to the participation invitation by July 10.

If you wish to participate as a consulting party, please be aware that **FTA and WSDOT will host a pre-consultation meeting focusing on the Preferred Alternative and recent design refinements on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our approach and a proposed schedule for developing a Memorandum of Agreement (MOA) with DAHP and the other consulting parties. We would benefit from your presence, but will have a call-in number for those who cannot attend.

OVERVIEW

The basis for FTA's determination of effect and the documentation of previous efforts to identify potentially affected resources and avoidance alternatives were detailed in the Mukilteo Multimodal Project Draft EIS. The Stillaguamish Tribe of Indians received a copy of that document and its supporting documents, including the Cultural Resources Discipline Report, in January 2012. The Draft EIS concluded that all the alternatives had potential adverse effects on historic resources.

The WSDOT Preferred Alternative (Elliot Point 2) would remove the existing ferry terminal facilities and construct a new ferry terminal with integrated multimodal facilities on the Mukilteo Tank Farm—a nearby waterfront parcel that is currently vacant and previously used for industrial and military purposes. The new facility would include a new berth for the ferry, passenger and maintenance

buildings, toll booths, holding lanes for vehicles, a transit center, parking areas, walkways, and a shoreline esplanade. The project would also improve and extend connecting roadways to the site, and provide lighting and utilities at the site. Some existing or remnant facilities and buildings would be removed, as would the existing ferry terminal facilities.

While several historic properties are within the area to be redeveloped, project designers have been able to site many of the necessary improvements above or outside the known limits of archaeological resources in the area. Since publishing the Draft EIS, WSDOT has identified additional design refinements to Elliot Point 2 to further minimize the risk of disturbance.

Following is a brief overview of Section 106 consultation, the role of the consulting parties, the historic properties that this project might affect, and a look at next steps in the process.

SECTION 106 CONSULTATION

The regulations that implement Section 106 of the NHPA require the responsible federal agency, in this case FTA, to follow procedures for meeting its legal obligation to assess the effects of its actions, called undertakings, on historic properties. "Historic properties" are historic and archaeological resources that are listed in or eligible for listing in the National Register of Historic Places. The agency must consider the effects of the undertaking in consultation with parties that have a demonstrated legal or economic interest in the undertaking, or a concern about the undertaking's effects on historic properties. These parties are called the "consulting parties" in the Section 106 regulations. FTA is inviting you to participate in the Section 106 consultation process as a consulting party.

ROLE OF THE CONSULTING PARTIES

Consulting parties play an important role in the Section 106 process. The federal agency must identify the consulting parties, invite them into the consultation process, and listen to their concerns about, and ideas for, resolving adverse effects. Consultation is defined as "the process of seeking, discussing, and considering the views of other participants, and, where feasible, seeking agreement with them regarding matters arising in the Section 106 process."

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ANTICIPATED ADVERSE EFFECTS FOR THE MUKILTEO MULTIMODAL PROJECT

Based on the Draft EIS and its accompanying Cultural Resources Discipline Report, FTA has determined the Mukilteo Multimodal Project would adversely affect at least one of several historically significant properties within the project Area of Potential Effects:

- 45SN108 – Point Elliott Treaty Site (PETS); determined National Register of Historic Places (NRHP) eligible per Criteria A, B, and D
- 45SN393 – Mukilteo Shoreline Site (MSS); determined NRHP eligible per Criterion D
- 45SN404 – Old Mukilteo Townsite (OMT); determined NRHP eligible per Criterion D

Old Mukilteo Townsite

We anticipate direct adverse effects on this property arising from the construction of retaining walls on the First Street extension, installation of stormwater ponds and other facilities,

installation of utilities, and potential foundation footings for retaining walls. Avoidance may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects on the Old Mukilteo Townsite.

Point Elliott Treaty Site

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NEXT STEPS

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Thank you again for continuing to consult with us on this important project.

Sincerely,



for R.F. Krochalis
Regional Administrator

cc: John Harvey, Stillaguamish Cultural Resources
Allyson Brooks, State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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206-220-7954
206-220-7959(fax)

June 7, 2012

Honorable Leonard Forsman
The Suquamish Tribe
PO Box 498
Suquamish, Washington 98392

**RE: Mukilteo Multimodal Project
Invitation to Participate as a Consulting Party under Section 106 of
the National Historic Preservation Act**

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation, Ferries Division (WSF) is continuing the environmental review for the Mukilteo Multimodal Project in compliance with the National Environmental Policy Act (NEPA). Having published a Draft Environmental Impact Statement (Draft EIS), and having considered the analysis it described as well as tribal, agency and public comments on it, the Washington State Department of Transportation (WSDOT) has selected Elliott Point 2 as the Preferred Alternative. FTA and WSDOT are now working on the Final EIS and related consultations, including the National Historic Preservation Act (NHPA).

Consistent with the NHPA, FTA has determined that the Preferred Alternative is an undertaking that would result in an adverse effect on historic resources. **This letter invites the Suquamish Tribe to confirm its interest in participating as a consulting party under Section 101(d)(6)(B) of the NHPA in the resolution of adverse effects on historic and cultural resources.** We request your formal response to the participation invitation by July 10.

If you wish to participate as a consulting party, please be aware that **FTA and WSDOT will host a pre-consultation meeting focusing on the Preferred Alternative and recent design refinements on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our approach and a proposed schedule for developing a Memorandum of Agreement (MOA) with DAHP and the other consulting parties. We would benefit from your presence, but will have a call-in number for those who cannot attend.

OVERVIEW

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Following is a brief overview of Section 106 consultation, the role of the consulting parties, the historic properties that this project might affect, and a look at next steps in the process.

SECTION 106 CONSULTATION

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ROLE OF THE CONSULTING PARTIES

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ANTICIPATED ADVERSE EFFECTS FOR THE MUKILTEO MULTIMODAL PROJECT

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Old Mukilteo Townsite

We anticipate direct adverse effects on this property arising from the construction of retaining walls on the First Street extension, installation of stormwater ponds and other facilities,

installation of utilities, and potential foundation footings for retaining walls. Avoidance may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects on the Old Mukilteo Townsite.

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Thank you again for continuing to consult with us on this important project.

Sincerely,

for R.F. Krochalis
Regional Administrator

cc: Dennis Lewarch, Suquamish Cultural Resources
Allyson Brooks, State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174
206-220-7954
206-220-7959(fax)

June 12, 2012

Honorable Brian Cladoosby
Swinomish Indian Tribal Community
11430 Moorage Way
LaConner, Washington 98257

**RE: Mukilteo Multimodal Project
Invitation to Participate as a Consulting Party under Section 106 of
the National Historic Preservation Act**

Dear Chairman Cladoosby:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation, Ferries Division (WSF) is continuing the environmental review for the Mukilteo Multimodal Project in compliance with the National Environmental Policy Act (NEPA). Having published a Draft Environmental Impact Statement (Draft EIS), and having considered the analysis it described as well as tribal, agency and public comments on it, the Washington State Department of Transportation (WSDOT) has selected Elliott Point 2 as the Preferred Alternative. FTA and WSDOT are now working on the Final EIS and related consultations, including the National Historic Preservation Act (NHPA).

Consistent with the NHPA, FTA has determined that the Preferred Alternative is an undertaking that would result in an adverse effect on historic resources. **This letter invites the Swinomish Indian Tribal Community to confirm its interest in participating as a consulting party under Section 101(d)(6)(B) of the NHPA in the resolution of adverse effects on historic and cultural resources.** We request your formal response to the participation invitation by July 10.

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OVERVIEW

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Following is a brief overview of Section 106 consultation, the role of the consulting parties, the historic properties that this project might affect, and a look at next steps in the process.

SECTION 106 CONSULTATION

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ROLE OF THE CONSULTING PARTIES

Consulting parties play an important role in the Section 106 process. The federal agency must identify the consulting parties, invite them into the consultation process, and listen to their concerns about, and ideas for, resolving adverse effects. Consultation is defined as "the process of seeking, discussing, and considering the views of other participants, and, where feasible, seeking agreement with them regarding matters arising in the Section 106 process."

As a consulting party, you will have the opportunity to help FTA and WSDOT resolve the adverse effects of the undertaking on historic properties by suggesting ideas that you think the agency should consider. The ideas may concern avoidance, minimization, or mitigation of the project's potential adverse effects. Even though the federal agency is not required to adopt these ideas, the process allows the consulting parties to influence the agency's decisions about what it will do to meet the legal requirements and to achieve the best possible preservation outcome. In this manner, the agency can balance the needs of the undertaking with its responsibility to be a good steward of the community's historic properties. Ultimately, the NHPA requires that the appropriate parties will develop an MOA that seeks to resolve adverse effects on historic properties by detailing *adverse effect resolution*, stipulating *measures to avoid adverse effects*, and including a *treatment plan to guide actions* during future design and construction activities.

ANTICIPATED ADVERSE EFFECTS FOR THE MUKILTEO MULTIMODAL PROJECT

Based on the Draft EIS and its accompanying Cultural Resources Discipline Report, FTA has determined the Mukilteo Multimodal Project would adversely affect at least one of several historically significant properties within the project Area of Potential Effects:

- 45SN108 – Point Elliott Treaty Site (PETS); determined National Register of Historic Places (NRHP) eligible per Criteria A, B, and D
- 45SN393 – Mukilteo Shoreline Site (MSS); determined NRHP eligible per Criterion D
- 45SN404 – Old Mukilteo Townsite (OMT); determined NRHP eligible per Criterion D

Old Mukilteo Townsite

We anticipate direct adverse effects on this property arising from the construction of retaining walls on the First Street extension, installation of stormwater ponds and other facilities,

installation of utilities, and potential foundation footings for retaining walls. Avoidance may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects on the Old Mukilteo Townsite.

Point Elliott Treaty Site

The EIS did not identify likely adverse effects on the Point Elliott Treaty Site. However, fill would help avoid any potential effects on archaeological resources relating to the treaty signing. In addition, due to the sensitivity of the site to tribal members, the project could also employ context-sensitive design, public education, and/or commemorative project elements. The goal would be to recognize the importance of the site to tribes and avoid adversely affecting characteristics related to broad historical patterns and significant persons.

Mukilteo Shoreline Site

Adverse effects would come from disturbing the artifacts within this site. To resolve them, the project intends to (a) avoid the known horizontal and vertical limits of the site, and (b) place engineered fill to encapsulate and protect areas within the site. Still, we recognize that construction activities could intersect with intact or sensitive materials that were not anticipated, such as site limit extensions or within previously disturbed areas.

NEXT STEPS

As noted above, to brief potential consulting parties, **FTA and WSDOT will host a pre-consultation meeting on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our proposed approach and schedule for developing an MOA with DAHP and the other consulting parties. In-person attendance would be ideal, but we will provide a call-in number if you cannot attend in person.

We anticipate formal MOA development meetings and coordination to begin in mid-July and hope to circulate a draft MOA by late 2012. The signed MOA will be included in the project's Record of Decision (ROD), which FTA expects to prepare after releasing the Final EIS in spring 2013.


Please confirm whether you would like to participate in the MOA process and let us know whether you would like to attend the June 26 meeting.

Please contact me if you have any questions. You may also contact Dan Drais of FTA at 206.220.4465 or daniel.drais@dot.gov; Michael Chidley, WSDOT Cultural Resources Specialist, at 206.440.4525 or chidlem@wsdot.wa.gov; or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. You can find more information about the Preferred Alternative at www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you again for continuing to consult with us on this important project.

Sincerely,



 R.F. Krochalis
Regional Administrator

cc: Larry Campbell, Swinomish Cultural Resources
Allyson Brooks, State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Suite 3142
Seattle, WA 98174
206-220-7954
206-220-7959(fax)

June 12, 2012

Honorable Melvin R. Sheldon, Jr.
Tulalip Tribes
6406 Marine Drive
Tulalip, Washington 98257

**RE: Mukilteo Multimodal Project
Invitation to Participate as a Consulting Party under Section 106 of
the National Historic Preservation Act**

Dear Chairman Sheldon:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation, Ferries Division (WSF) is continuing the environmental review for the Mukilteo Multimodal Project in compliance with the National Environmental Policy Act (NEPA). Having published a Draft Environmental Impact Statement (Draft EIS), and having considered the analysis it described as well as tribal, agency and public comments on it, the Washington State Department of Transportation (WSDOT) has selected Elliott Point 2 as the Preferred Alternative. FTA and WSDOT are now working on the Final EIS and related consultations, including the National Historic Preservation Act (NHPA).

Consistent with the NHPA, FTA has determined that the Preferred Alternative is an undertaking that would result in an adverse effect on historic resources. **This letter invites the Tulalip Tribes to confirm its interest in participating as a consulting party under Section 101(d)(6)(B) of the NHPA in the resolution of adverse effects on historic and cultural resources.** We request your formal response to the participation invitation by July 10.

If you wish to participate as a consulting party, please be aware that **FTA and WSDOT will host a pre-consultation meeting focusing on the Preferred Alternative and recent design refinements on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our approach and a proposed schedule for developing a Memorandum of Agreement (MOA) with DAHP and the other consulting parties. We would benefit from your presence, but will have a call-in number for those who cannot attend.

OVERVIEW

The basis for FTA's determination of effect and the documentation of previous efforts to identify potentially affected resources and avoidance alternatives were detailed in the Mukilteo Multimodal Project Draft EIS. The Tulalip Tribes received a copy of that document and its supporting documents, including the Cultural Resources Discipline Report, in January 2012. The Draft EIS concluded that all the alternatives had potential adverse effects on historic resources.

The WSDOT Preferred Alternative (Elliot Point 2) would remove the existing ferry terminal facilities and construct a new ferry terminal with integrated multimodal facilities on the Mukilteo Tank Farm—a nearby waterfront parcel that is currently vacant and previously used for industrial and military purposes. The new facility would include a new berth for the ferry, passenger and maintenance

buildings, toll booths, holding lanes for vehicles, a transit center, parking areas, walkways, and a shoreline esplanade. The project would also improve and extend connecting roadways to the site, and provide lighting and utilities at the site. Some existing or remnant facilities and buildings would be removed, as would the existing ferry terminal facilities.

While several historic properties are within the area to be redeveloped, project designers have been able to site many of the necessary improvements above or outside the known limits of archaeological resources in the area. Since publishing the Draft EIS, WSDOT has identified additional design refinements to Elliot Point 2 to further minimize the risk of disturbance.

Following is a brief overview of Section 106 consultation, the role of the consulting parties, the historic properties that this project might affect, and a look at next steps in the process.

SECTION 106 CONSULTATION

The regulations that implement Section 106 of the NHPA require the responsible federal agency, in this case FTA, to follow procedures for meeting its legal obligation to assess the effects of its actions, called undertakings, on historic properties. "Historic properties" are historic and archaeological resources that are listed in or eligible for listing in the National Register of Historic Places. The agency must consider the effects of the undertaking in consultation with parties that have a demonstrated legal or economic interest in the undertaking, or a concern about the undertaking's effects on historic properties. These parties are called the "consulting parties" in the Section 106 regulations. FTA is inviting you to participate in the Section 106 consultation process as a consulting party.

ROLE OF THE CONSULTING PARTIES

Consulting parties play an important role in the Section 106 process. The federal agency must identify the consulting parties, invite them into the consultation process, and listen to their concerns about, and ideas for, resolving adverse effects. Consultation is defined as "the process of seeking, discussing, and considering the views of other participants, and, where feasible, seeking agreement with them regarding matters arising in the Section 106 process."

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ANTICIPATED ADVERSE EFFECTS FOR THE MUKILTEO MULTIMODAL PROJECT

Based on the Draft EIS and its accompanying Cultural Resources Discipline Report, FTA has determined the Mukilteo Multimodal Project would adversely affect at least one of several historically significant properties within the project Area of Potential Effects:

- 45SN108 – Point Elliott Treaty Site (PETS); determined National Register of Historic Places (NRHP) eligible per Criteria A, B, and D
- 45SN393 – Mukilteo Shoreline Site (MSS); determined NRHP eligible per Criterion D
- 45SN404 – Old Mukilteo Townsite (OMT); determined NRHP eligible per Criterion D

Old Mukilteo Townsite

We anticipate direct adverse effects on this property arising from the construction of retaining walls on the First Street extension, installation of stormwater ponds and other facilities,

installation of utilities, and potential foundation footings for retaining walls. Avoidance may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects on the Old Mukilteo Townsite.

Point Elliott Treaty Site

The EIS did not identify likely adverse effects on the Point Elliott Treaty Site. However, fill would help avoid any potential effects on archaeological resources relating to the treaty signing. In addition, due to the sensitivity of the site to tribal members, the project could also employ context-sensitive design, public education, and/or commemorative project elements. The goal would be to recognize the importance of the site to tribes and avoid adversely affecting characteristics related to broad historical patterns and significant persons.

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NEXT STEPS

As noted above, to brief potential consulting parties, **FTA and WSDOT will host a pre-consultation meeting on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our proposed approach and schedule for developing an MOA with DAHP and the other consulting parties. In-person attendance would be ideal, but we will provide a call-in number if you cannot attend in person.

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Please confirm whether you would like to participate in the MOA process and let us know whether you would like to attend the June 26 meeting.

Please contact me if you have any questions. You may also contact Dan Drais of FTA at 206.220.4465 or daniel.drais@dot.gov; Michael Chidley, WSDOT Cultural Resources Specialist, at 206.440.4525 or chidlem@wsdot.wa.gov; or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. You can find more information about the Preferred Alternative at www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you again for continuing to consult with us on this important project.

Sincerely,



R.F. Krochalis
Regional Administrator

cc: Hank Gobin, Tulalip Cultural Resources Manager
Richard Young, Tulalip Environmental Programs Manager
Allyson Brooks, State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Suite 3142
Seattle, WA 98174
206-220-7954
206-220-7959(fax)

June 12, 2012

Honorable Jennifer Washington
Upper Skagit Indian Tribe
25944 Community Plaza Way
Sedro-Woolley, Washington 98284

**RE: Mukilteo Multimodal Project
Invitation to Participate as a Consulting Party under Section 106 of
the National Historic Preservation Act**

Dear Chairwoman Washington:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation, Ferries Division (WSF) is continuing the environmental review for the Mukilteo Multimodal Project in compliance with the National Environmental Policy Act (NEPA). Having published a Draft Environmental Impact Statement (Draft EIS), and having considered the analysis it described as well as tribal, agency and public comments on it, the Washington State Department of Transportation (WSDOT) has selected Elliott Point 2 as the Preferred Alternative. FTA and WSDOT are now working on the Final EIS and related consultations, including the National Historic Preservation Act (NHPA).

Consistent with the NHPA, FTA has determined that the Preferred Alternative is an undertaking that would result in an adverse effect on historic resources. **This letter invites the Upper Skagit Indian Tribe to confirm its interest in participating as a consulting party under Section 101(d)(6)(B) of the NHPA in the resolution of adverse effects on historic and cultural resources.** We request your formal response to the participation invitation by July 10.

If you wish to participate as a consulting party, please be aware that **FTA and WSDOT will host a pre-consultation meeting focusing on the Preferred Alternative and recent design refinements on Tuesday, June 26, from 1:00 p.m. - 2:30 p.m. at Mukilteo City Hall.** At that meeting, we will outline our approach and a proposed schedule for developing a Memorandum of Agreement (MOA) with DAHP and the other consulting parties. We would benefit from your presence, but will have a call-in number for those who cannot attend.

OVERVIEW

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The WSDOT Preferred Alternative (Elliot Point 2) would remove the existing ferry terminal facilities and construct a new ferry terminal with integrated multimodal facilities on the Mukilteo Tank Farm—a nearby waterfront parcel that is currently vacant and previously used for industrial and military

purposes. The new facility would include a new berth for the ferry, passenger and maintenance buildings, toll booths, holding lanes for vehicles, a transit center, parking areas, walkways, and a shoreline esplanade. The project would also improve and extend connecting roadways to the site, and provide lighting and utilities at the site. Some existing or remnant facilities and buildings would be removed, as would the existing ferry terminal facilities.

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Following is a brief overview of Section 106 consultation, the role of the consulting parties, the historic properties that this project might affect, and a look at next steps in the process.

SECTION 106 CONSULTATION

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Old Mukilteo Townsite

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Please confirm whether you would like to participate in the MOA process and let us know whether you would like to attend the June 26 meeting.

Please contact me if you have any questions. You may also contact Dan Drais of FTA at 206.220.4465 or daniel.drais@dot.gov; Michael Chidley, WSDOT Cultural Resources Specialist, at 206.440.4525 or chidlem@wsdot.wa.gov; or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. You can find more information about the Preferred Alternative at www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you again for continuing to consult with us on this important project.

Sincerely,



R.F.
R.F. Krochalis
Regional Administrator

cc: Scott Schuyler, Upper Skagit Cultural Resources
Allyson Brooks, State Historic Preservation Officer



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

June 13, 2012

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:
Log: 040110-29-FTA
Property: Mukilteo Multimodal Project II
Re: Concurrence with Adverse Effect Determination

Dear Mr. Krochalis:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP). We have reviewed the materials you provided for this project. We concur with your determination that the project, as proposed, will have an adverse effect on one or more National Register of Historic Places eligible properties.

We look forward to further consultation and the development of a Memorandum of Agreement (MOA) to address this Adverse Effect.

We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Thank you for the opportunity to review and comment. If you have any questions, please contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov





U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

June 14, 2012

Reid Nelson
Director, Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Ave NW, Suite 803
Old Post Office Building
Washington D.C. 20004

**RE: Mukilteo Multimodal Project
Invitation to Participate in Section 106 Process
Supporting Documentation**

Dear Mr. Nelson:

This letter supplements FTA's June 4, 2012 letter inviting ACHP to consider participating in the resolution of adverse effects for the Mukilteo Multimodal Project in Snohomish County, Washington. The Federal Transit Administration (FTA) and the Washington State Department of Transportation (WSDOT), Ferries Division (WSF), are preparing the Final Environmental Impact Statement (EIS) and Section 106 documentation for the project.

In accordance with ACHP's guidance for the invitation to participate, this letter attaches a summary of views provided by consulting parties and the public regarding historic resources, along with copies of the letters themselves. The summary is based on a published Draft EIS Public Involvement and Comment Summary Report released in April 2012, following the public review and comment period for the Draft EIS. The summary is also available at:
<http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/>

We have also enclosed a copy of FTA's invitation to tribes, agencies and community groups to participate as consulting parties in the Section 106 consultation process. As these letters all contain the same information about the project, affected resources and the consultation process, we have enclosed only one example, but can provide each letter if you wish. The invited parties include:

City of Everett Historical Commission
Historic Everett
Japanese American Issei Pioneer Museum
Japanese Cultural and Community Center
Lummi Nation
Muckleshoot Indian Tribe
Mukilteo Historic Society

Samish Indian Nation
Sauk-Suiattle Indian Tribe
Snohomish County Historic Preservation
Commission
Snoqualmie Indian Tribe
Stillaguamish Tribe of Indians
Suquamish Tribe

Swinomish Indian Tribal Community
Tulalip Tribes
U.S. Air Force

U.S. Army Corps of Engineers
Upper Skagit Indian Tribe

We invite you to review, in addition to these materials, Appendix A of the Draft EIS. It contains the other detailed correspondence relevant to the Section 106 process up to the date of the Draft EIS, including determinations of eligibility as well as the project's Area of Potential Effect. ACHP received a copy of the Draft EIS in January 2012, or you may consult it on the project website at: www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

If you have any questions, please contact me at 206.220.4465 or at daniel.drais@dot.gov. You may also contact Michael Chidley, WSDOT Cultural Resources Specialist 206.440.4525 or at chidlem@wsdot.wa.gov, or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. Additional information about the project and its Preferred Alternative, as well as a summary of public comments received during the Draft EIS review period earlier this year can be found at: <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>

Sincerely,



Daniel G. Drais
Federal Transit Administration, Region X

Enclosures (2)

cc (by email): Louise Brodnitz, ACHP
Allyson Brooks, State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

June 4, 2012

Mr. Reid Nelson
Director, Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Ave NW, Suite 803
Old Post Office Building
Washington D.C. 20004-2501

**RE: Notice of Adverse Effects and Invitation to Participate in Section 106 Process
for the Mukilteo Multimodal Project (Snohomish County, Washington)**

Dear Mr. Reid:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF), are preparing the Final Environmental Impact Statement (EIS) and related documentation for the Mukilteo Multimodal Project in Snohomish County, Washington. The project would remove an existing ferry terminal and construct a new ferry terminal with integrated multimodal facilities on a nearby waterfront parcel that is currently vacant and was previously used for industrial and military purposes. FTA is the federal lead agency under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA).

FTA has determined the Preferred Alternative (Elliot Point 2 Alternative) for the Mukilteo Multimodal Project is an undertaking that would result in an adverse effect to historic resources. FTA has requested concurrence from the Washington State Historic Preservation Officer (SHPO) and is initiating consultation on the resolution of adverse effects in compliance with Section 106.

The Mukilteo Multimodal Project Draft EIS (January 2012) details the basis for our effect determination, and documents our efforts to identify potentially affected resources and avoidance alternatives. As a cooperating agency under NEPA and pursuant to its role under the NHPA, ACHP received a copy of the Draft EIS and its supporting documents, including the Cultural Resources Discipline Report. The Draft EIS concluded that all of the alternatives being considered might adversely affect historic resources.

In accordance with Section 106 regulations, we are notifying the ACHP of our determination of an adverse effect and our intent to develop a Memorandum of Agreement to resolve adverse

effects through avoidance, minimization, compensation or other mitigation measures. FTA, WSDOT, the Washington SHPO and invited Native American Tribes are continuing consultations on the project measures that will be documented in a Memorandum of Agreement (MOA). We expect to begin formal MOA consultation meetings in mid-July 2012. We expect the MOA to be available as a draft for review by late 2012, and hope to have it executed in early 2013. The Final EIS should be released in spring 2013.

The Mukilteo Multimodal Project effects that prompt FTA's notice to ACHP fall within 36 CFR 800, Appendix A, section (c)(1): substantial impacts on historic properties. FTA has determined the project would have adverse effects on one or more of three resources that have been determined eligible for the National Register of Historic Places (NRHP). None of the properties is currently listed or are identified as a National Landmark. Other criteria that the ACHP might use to determine its interest in participating in the consultation do not appear to be present. Although the sites include properties of high cultural and historic significance to Native American Tribes, there do not appear to be unresolvable disputes among the consulting parties, and the EIS and Section 106 processes have involved extensive coordination to date. There do not appear to be unusual policy or procedural implications.

Historic Properties Affected

45SN404 – Old Mukilteo Townsite (OMT); determined NRHP eligible per Criterion D

45SN108 – Point Elliott Treaty Site; determined NRHP eligible per Criteria A, B and D

45SN393 – Mukilteo Shoreline Site (MSS); determined NRHP eligible per Criterion D

Continuing consultation is required to determine the appropriateness, adequacy, scale, schedule, and methodology for resolving or avoiding adverse effects to these properties. As directed by the NHPA, a Memorandum of Agreement will be developed that seeks to resolve adverse effects to historic properties by detailing adverse effect resolution, stipulating measures to avoid adverse effects, and including a treatment plan to guide actions during future design and construction activities.

Old Mukilteo Townsite

We anticipate direct adverse effects to this property arising from the construction of retaining walls on the First Street extension, installation of stormwater ponds and other facilities, installation of utilities, and potential foundation footings. Avoidance through further design may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects to Old Mukilteo Townsite.

Point Elliott Treaty Site

While the EIS did not identify likely adverse effects to the Point Elliott Treaty Site, fill would help avoid even unlikely potential effects to archaeological resources relating to the treaty signing. In addition, due to the sensitivity of the site to tribal members, the project could also employ context-sensitive design, public education, and/or commemorative project elements. The goal would be to recognize the importance of the site to tribes and avoid adversely affecting characteristics related to broad historical patterns and significant persons.

Mukilteo Shoreline Site

Adverse effects would come from disturbing the artifacts within this site. To resolve them, the project intends to (a) avoid the known horizontal and vertical limits of the site, and (b) place engineered fill to encapsulate and protect areas within the site. Still, we recognize that construction activities could intersect with intact or sensitive materials that were not anticipated, such as site limit extensions or within areas interpreted as previously disturbed.

The signed MOA will be included in the project's Record of Decision (ROD), which is anticipated to be developed by summer 2013. The MOA development and proposal process will focus on (1) the avoidance, minimization and mitigation measures for historic properties with adverse effects, (2) resolving the known, unavoidable adverse effects primarily through mitigation, and (3) on determining the phased or programmatic process by which the appropriate parties will implement the remaining property identification, significance evaluation, effects assessment and resolution of adverse effects.

We look forward to your decision on hearing whether the ACHP wishes to participate in developing the project's MOA. If possible, we would like to receive your reply within 30 days. Having determined the Preferred Alternative, we are anxious to start working with the consulting parties on the resolution of adverse effects.

If you have any questions, please contact Dan Drais of my office at 206.220.4465 or at daniel.drais@dot.gov. You may also contact Michael Chidley, WSDOT Cultural Resources Specialist 206.440.4525 or at chidlem@wsdot.wa.gov, or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. Additional information about the project and its Preferred Alternative, as well as a summary of public comments received during the Draft EIS review period earlier this year can be found at: <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>

Sincerely,



R. F. Krochalis
Regional Administrator
Federal Transit Administration, Region X

Enclosures

cc: Louise Brodnitz, ACHP
David Moseley, Washington State Ferries



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

June 4, 2012

Dr. Allyson Brooks
State Historic Preservation Officer
Department of Archaeological and Historic Preservation
PO Box 48343
Olympia, WA
98504-8343

Re: Washington State Ferries Mukilteo Multimodal Project
Determination of Adverse Effect and
Request for Concurrence
DAHP Log # 040110-29-FTA

Dear Dr. Brooks:

Consistent with the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) has determined the Preferred Alternative (Elliot Point 2 Alternative) for the Mukilteo Multimodal Project is an undertaking that would result in an adverse effect to historic resources. The basis for that determination is summarized below. FTA and the Washington State Department of Transportation, Ferries Division (WSF) request your written concurrence with this determination.

The Mukilteo Multimodal Project Draft EIS (January 2012) details the basis for our effect determination, and documents our efforts to identify potentially affected resources and avoidance alternatives. As a cooperating agency under the National Environmental Policy Act and pursuant to its role under the NHPA, DAHP received a copy of the Draft EIS and its supporting documents, including the Cultural Resources Discipline Report. The Draft EIS concluded that all of the alternatives being considered might adversely affect historic resources.

Consultation to Resolve Adverse Effects

Having reached a project-level determination of adverse effect, FTA and WSF are now initiating consultation to resolve the project's adverse effects to specific historic properties. We are advising the Advisory Council for Historic Preservation of the determination and our intent to prepare a Memorandum of Agreement (MOA). We are simultaneously inviting the participation of other parties who have indicated an interest in the project and the potentially affected resources. These parties include the following federally recognized Tribes that have been acting as cooperating agencies in the environmental review and coordination to date: the Samish Indian Tribe, the Stillaguamish Tribe of Washington, the Suquamish Indian Tribe of the Port Madison Reservation, and the Tulalip Tribes of the Tulalip Reservation.

We have also been consulting with other tribes who chose not to participate as cooperating agencies. They received copies of the EIS and invitations to comment on it, and we will be inviting them to participate in preparing the MOA. These tribes include the Lummi Tribe of the Lummi Reservation, the Muckleshoot Indian Tribe of Washington, Nooksack Indian Tribe of Washington, Sauk-Suiattle Indian Tribe of Washington, Snoqualmie Tribe, Swinomish Indians of the Swinomish Reservation, and Upper Skagit Indian Tribe of Washington.

We have also been in contact with other parties that may have an interest in the project's historic resources, and have attached to this letter a list of the additional parties FTA anticipates inviting to participate.

Project Summary

The WSDOT Preferred Alternative (Elliot Point 2) would remove the existing ferry terminal facilities and construct a new ferry terminal with integrated multimodal facilities on the Mukilteo Tank Farm, a nearby waterfront parcel that is currently vacant and was previously used for industrial and military purposes. The new facility would include the development of a new berth for the ferry, passenger and maintenance buildings, toll booths, holding lanes for vehicles, a transit center, parking areas, walkways, and a shoreline esplanade. The project would also improve and extend connecting roadways to the site, and provide lighting and utilities to the site. Some existing or remnant facilities and buildings would be removed, as would the existing ferry terminal facilities.

While several historic properties are within the area to be redeveloped, project designers have been able to site many of the necessary improvements above or outside the known limits of archaeological resources in the area. Since publishing the Draft EIS, WSDOT has identified additional design refinements to Elliot Point 2 to further minimize the risk of disturbance.

Historic Properties Affected

45SN404 – Old Mukilteo Townsite (OMT); determined NRHP eligible per Criterion D

45SN108 – Point Elliott Treaty Site (PETS); determined National Register of Historic Places (NRHP) eligible per Criteria A, B, and D

45SN393 – Mukilteo Shoreline Site (MSS); determined NRHP eligible per Criterion D

Continuing consultation is required to determine the appropriateness, adequacy, scale, schedule, and methodology for resolving or avoiding adverse effects to these properties. As directed by the NHPA, a Memorandum of Agreement will be developed that seeks to resolve adverse effects to historic properties by detailing *adverse effect resolution*, stipulating *measures to avoid adverse effects*, and including a *treatment plan to guide actions* during future design and construction activities.

Old Mukilteo Townsite

We anticipate direct adverse effects to this property arising from the construction of retaining walls on the First Street extension, installation of stormwater ponds and other facilities, installation of utilities, and potential foundation footings for retaining walls. Avoidance may be an option for some elements, such as utilities, and data recovery would also be an option for resolution of other adverse effects to Old Mukilteo Townsite.

Point Elliott Treaty Site

The EIS did not identify likely adverse effects to the Point Elliott Treaty Site. However, fill would help avoid any potential effects to archaeological resources relating to the treaty signing. In addition, due to the sensitivity of the site to tribal members, the project could also employ context-sensitive design, public education, and/or commemorative project elements. The goal would be to recognize the

importance of the site to tribes and avoid adversely affecting characteristics related to broad historical patterns and significant persons.

Mukilteo Shoreline Site

Adverse effects would come from disturbing the artifacts within this site. To resolve them, the project intends to (a) avoid the known horizontal and vertical limits of the site, and (b) place engineered fill to encapsulate and protect areas within the site. Still, we recognize that construction activities could intersect with intact or sensitive materials that were not anticipated, such as site limit extensions or within previously disturbed areas.

Request for Concurrence

FTA requests your concurrence with the Adverse Effect Determination within 30 days. As always, we would appreciate any comments or suggestions relating to the participation of other consulting parties in developing an MOA. We will keep you informed about the project on a regular basis, and will provide you with all correspondence between us and the identified Native American tribes and other interested parties.

We are asking other invited consulting parties to respond with their interest in participating no later than July 9 to allow us to initiate formal consultation and allow multiple opportunities for the participants to develop the MOA approach.

To brief DAHP staff, Tribes, and other invited parties, FTA and WSDOT will host a pre-consultation meeting focusing on the Preferred Alternative and recent design refinements during the week of June 25th. We will send a separate invitation to that event. At that meeting, we plan to outline our approach to resolving adverse effects and offer a proposed schedule for developing an MOA with DAHP and the other consulting parties. We anticipate formal MOA coordination to begin in mid-July.

Thank you for your ongoing help with this project. If you have any questions, please contact Dan Drais of my office at 206.220.4465 or at daniel.drais@dot.gov. You may also contact Michael Chidley, WSDOT Cultural Resources Specialist 206.440.4525 or at chidlem@wsdot.wa.gov, or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. Additional information about the project and its Preferred Alternative, as well as a summary of public comments received during the Draft EIS review period earlier this year can be found at: <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Sincerely,



R.F. Krochalis
Regional Administrator

cc: Nicole McIntosh, WSF

Attachment 1

Potential Additional Consulting Parties – Section 106 Process

In addition to DAHP and interested federally-recognized tribes that have already been invited to participate in the Section 106 process, the following organizations have been identified as potentially interested consulting parties for the Mukilteo Multimodal Project.

Yoshiaki G. Takemura
Japanese American Issei Pioneer Museum
36001 Hood Canal Drive NE
Hansville, WA 98340

Bif Brigman
Japanese Cultural & Community Center of Washington
1414 South Weller Street
Seattle, WA 98144

The Honorable Cecile Hansen
Duwamish Tribe
4717 W. Marginal Way
Seattle, WA 98106

The Honorable Mike Evans
Snohomish Tribe of Indians
11014 19th Avenue SE, Suite 8, PMB 101
Everett WA 98208

Valerie Steel, President
Historic Everett
2112 Rucker Avenue #8
Everett, WA 98201

Jan Meston
City of Everett Historical Commission
2930 Wetmore Avenue, Suite 8-A
Everett, WA 98201

Wendy Becker
Snohomish County Historic Preservation Commission
3000 Rockefeller, MS 411
Everett, WA 98201

Lisa Romo, President
Mukilteo Historic Society
304 Lincoln Avenue, Suite 101
Mukilteo, WA 98275

Chris Jenkins
Regulatory Branch Cultural Resource Program
Manager
US Army Corps of Engineers - Seattle District
4735 East Marginal Way South
Seattle, WA 98124-3755

Doug Allbright
US Air Force HQ AMC/A7PI
507 Symington Drive
Scott AFB IL 62225-5022



U.S. Department
of Transportation
**Federal Transit
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REGION X
Alaska, Idaho, Oregon,
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June 4, 2012

Dr. Allyson Brooks
State Historic Preservation Officer
Department of Archaeological and Historic Preservation
PO Box 48343
Olympia, WA
98504-8343

Re: Washington State Ferries Mukilteo Multimodal Project
Determination of Adverse Effect and
Request for Concurrence
DAHP Log # 040110-29-FTA

Dear Dr. Brooks:

Consistent with the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) has determined the Preferred Alternative (Elliot Point 2 Alternative) for the Mukilteo Multimodal Project is an undertaking that would result in an adverse effect to historic resources. The basis for that determination is summarized below. FTA and the Washington State Department of Transportation, Ferries Division (WSF) request your written concurrence with this determination.

The Mukilteo Multimodal Project Draft EIS (January 2012) details the basis for our effect determination, and documents our efforts to identify potentially affected resources and avoidance alternatives. As a cooperating agency under the National Environmental Policy Act and pursuant to its role under the NHPA, DAHP received a copy of the Draft EIS and its supporting documents, including the Cultural Resources Discipline Report. The Draft EIS concluded that all of the alternatives being considered might adversely affect historic resources.

Consultation to Resolve Adverse Effects

Having reached a project-level determination of adverse effect, FTA and WSF are now initiating consultation to resolve the project's adverse effects to specific historic properties. We are advising the Advisory Council for Historic Preservation of the determination and our intent to prepare a Memorandum of Agreement (MOA). We are simultaneously inviting the participation of other parties who have indicated an interest in the project and the potentially affected resources. These parties include the following federally recognized Tribes that have been acting as cooperating agencies in the environmental review and coordination to date: the Samish Indian Tribe, the Stillaguamish Tribe of Washington, the Suquamish Indian Tribe of the Port Madison Reservation, and the Tulalip Tribes of the Tulalip Reservation.

We have also been consulting with other tribes who chose not to participate as cooperating agencies. They received copies of the EIS and invitations to comment on it, and we will be inviting them to participate in preparing the MOA. These tribes include the Lummi Tribe of the Lummi Reservation, the Muckleshoot Indian Tribe of Washington, Nooksack Indian Tribe of Washington, Sauk-Suiattle Indian Tribe of Washington, Snoqualmie Tribe, Swinomish Indians of the Swinomish Reservation, and Upper Skagit Indian Tribe of Washington.

We have also been in contact with other parties that may have an interest in the project's historic resources, and have attached to this letter a list of the additional parties FTA anticipates inviting to participate.

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Request for Concurrence

FTA requests your concurrence with the Adverse Effect Determination within 30 days. As always, we would appreciate any comments or suggestions relating to the participation of other consulting parties in developing an MOA. We will keep you informed about the project on a regular basis, and will provide you with all correspondence between us and the identified Native American tribes and other interested parties.

We are asking other invited consulting parties to respond with their interest in participating no later than July 9 to allow us to initiate formal consultation and allow multiple opportunities for the participants to develop the MOA approach.

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Thank you for your ongoing help with this project. If you have any questions, please contact Dan Drais of my office at 206.220.4465 or at daniel.drais@dot.gov. You may also contact Michael Chidley, WSDOT Cultural Resources Specialist 206.440.4525 or at chidlem@wsdot.wa.gov, or Paul Krueger, WSDOT Project Environmental Manager, at 206.805.2892 or kruegep@wsdot.wa.gov. Additional information about the project and its Preferred Alternative, as well as a summary of public comments received during the Draft EIS review period earlier this year can be found at: <http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

Sincerely,



R.F. Krochalis
Regional Administrator

cc: Nicole McIntosh, WSF

Attachment 1

Potential Additional Consulting Parties – Section 106 Process

In addition to DAHP and interested federally-recognized tribes that have already been invited to participate in the Section 106 process, the following organizations have been identified as potentially interested consulting parties for the Mukilteo Multimodal Project.

Yoshiaki G. Takemura
Japanese American Issei Pioneer Museum
36001 Hood Canal Drive NE
Hansville, WA 98340

Bif Brigman
Japanese Cultural & Community Center of Washington
1414 South Weller Street
Seattle, WA 98144

The Honorable Cecile Hansen
Duwamish Tribe
4717 W. Marginal Way
Seattle, WA 98106

The Honorable Mike Evans
Snohomish Tribe of Indians
11014 19th Avenue SE, Suite 8, PMB 101
Everett WA 98208

Valerie Steel, President
Historic Everett
2112 Rucker Avenue #8
Everett, WA 98201

Jan Meston
City of Everett Historical Commission
2930 Wetmore Avenue, Suite 8-A
Everett, WA 98201

Wendy Becker
Snohomish County Historic Preservation Commission
3000 Rockefeller, MS 411
Everett, WA 98201

Lisa Romo, President
Mukilteo Historic Society
304 Lincoln Avenue, Suite 101
Mukilteo, WA 98275

Chris Jenkins
Regulatory Branch Cultural Resource Program
Manager
US Army Corps of Engineers - Seattle District
4735 East Marginal Way South
Seattle, WA 98124-3755

Doug Allbright
US Air Force HQ AMC/A7PI
507 Symington Drive
Scott AFB IL 62225-5022

SECTION 4(F) CORRESPONDENCE



PLANNING AND COMMUNITY DEVELOPMENT

Allan Giffen
Director

September 21, 2011

Mr. Paul Krueger, Project Environmental Manager
999 Third Avenue, Suite 2424
MS: NB 82-230
Seattle, WA 98104

RE: Preliminary Alternatives, Mukilteo Multimodal Project

Dear Mr. Krueger:

The City of Everett appreciates your invitation to a meeting held recently at the Port of Everett offices to discuss the preliminary alternatives prior to the issuance of a Draft Environmental Impact Statement (DEIS) for the Mukilteo Multimodal Project. We would like to offer comments specifically related to the alternative labeled Elliot Point 1, and recommend that the plan be revised to address the City of Everett's concerns related to public access prior to issuance of the DEIS.

Based on the recent meeting at the Port, it is our understanding that Elliot Point 1 is the preferred alternative. As depicted in the graphics on the WSDOT website for this alternative, the plan does not provide adequate public access to the Edgewater beach area located east of the project site. A portion of the project site is located within the City of Everett, and will be required to obtain a Shoreline Substantial Development Permit from the City of Everett. A part of the proposed project is located on property for which the City of Everett has previously issued a shoreline substantial development permit to the Port of Everett for the Mount Baker Terminal rail-barge pier. This shoreline permit required public access, including public parking, for access to the beach. The proposed Elliot Point 1 alternative has eliminated this public parking and has provided only for parking by Port of Everett employees who work at the rail barge pier. The City will require that the Elliot Point 1 Mukilteo Multimodal project provide public access in accordance with the public access required by shoreline permit SMA #04-005 issued to the Port of Everett (copy enclosed), including public parking.

The Meeting Summary from the Project Workshop Agency and Tribal Meeting dated June 10, 2010 contains numerous comments provided by staff from the Port of Everett, City of Everett and City of Mukilteo indicating the importance of maintaining public access to Edgewater beach. Unfortunately, the proposed plan does not incorporate the improvements needed to maintain

adequate public access. The proposed alternative severely restricts the public access that has been provided by approval of shoreline permit SMA #04-005. The fact that public access improvements have not yet been constructed is due to circumstances beyond the control of the permit applicant (Port of Everett). The Port has not gained ownership of the property for a variety of reasons. However, their obligation to construct the public access improvements has not been removed, and the proposed Elliot Point 1 alternative cannot remove this requirement.

The City of Everett respectfully requests that WSDOT revise this alternative to fully incorporate the public access requirements of shoreline permit SMA #04-005 as part of the project design before releasing the DEIS. WSDOT should coordinate plans with the Port of Everett to address its public access responsibilities for this project and ensure that there is no adverse impact to the ability of the public to gain access to the shoreline, including improvements within the City of Mukilteo that enable the public to access the shoreline within the City of Everett.

We would be pleased to meet with you and the project design team, and staff from the City of Mukilteo and Port of Everett to discuss public access in greater detail. Please contact Gerry Ervine, Land Use Planning Manager for the City of Everett, at (425) 257-7146 to schedule a meeting.

Sincerely,



Allan Giffen, Director

City of Everett

Planning and Community Development

Cc: Pat McClain, City of Everett Government Affairs
John Klekotka, Port of Everett
Heather McCartney, City of Mukilteo
Gerry Ervine, City of Everett Land Use Manager



Paula J. Hammond, P.E.
Secretary of Transportation

WSDOT Ferries Division (WSF)
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014

206-515-3400
TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

David H. Moseley
Assistant Secretary for
Washington State Ferries

October 19, 2011

Mr. Alan Giffen, Director
City of Everett, Planning and Community Development
2930 Wetmore Avenue, Suite 8-A
Everett, WA 98201

RE: Preliminary Alternatives, Mukilteo Multimodal Project

Dear Mr. Giffen:

Thank you for your recent letter with comments regarding the Mukilteo Multimodal Project alternative known as Elliot Point 1.

First, I'd like to clarify that WSDOT Ferries Division does not yet have a preferred alternative for this project. WSDOT plans to identify a preferred alternative early next year, after the public comment period on the Draft Environmental Impact Statement (EIS). However, the Port of Everett and City of Mukilteo have publicly expressed a preference for the Elliot Point 1 alternative.

We appreciate the clarification regarding how the Elliot Point 1 Alternative could impact the ability of the Port of Everett to fulfill City of Everett shoreline permit conditions for the Mount Baker Terminal.

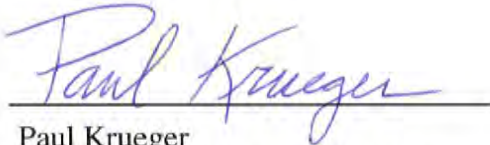
The EIS analysis has been revised to be consistent with your statements about the importance of maintaining adequate parking and open public access to the Edgewater Beach area at the Port of Everett Mount Baker Terminal. In several areas, including land use and Section 4(f), the Draft EIS now notes that the original design for Elliot Point 1 would impact the Port's permit and the important functions of the public shoreline access area.

Based on your feedback, we are evaluating potential design changes that will retain the public access features, including parking, intended for this location under shoreline permit SMA #04-005.

Once we have developed one or more options for retaining the public access features of the Mount Baker Terminal, we will arrange another meeting to review them. Our goal is to have at least one viable option we can describe in the Draft EIS as a mitigation measure for the impact the Elliot Point 1 alternative would have on public access.

If you have any questions prior to the meeting, please feel free to contact me at 206-805-2892 or paul.krueger@wsdot.wa.gov.

Sincerely,



Paul Krueger
Project Environmental Manager
Mukilteo Multimodal Project
Washington State Department of Transportation

PK:pk

cc: Pat McClain, City of Everett Government Affairs
John Klekotka, Port of Everett
Heather McCartney, City of Mukilteo
Gerry Ervine, City of Everett Land Use Manager



11930 Cyrus Way – Mukilteo, WA 98275

February 13, 2013

Ms. Nicole McIntosh, P.E.
WA State Ferries
2901 3rd Ave, Suite 500
Seattle, WA 98121-1042

RE: Agreement on replacement of Fishing Pier and Day Moorage related to the Relocation of the Mukilteo Ferry Terminal as proposed with the Preferred Alternative

Dear Ms. McIntosh:

The City of Mukilteo supports WSDOT's proposal to relocate the fishing pier and day moorage as part of the program to relocate the Mukilteo existing ferry terminal east to the former Mukilteo Tank Farm site. Given that the existing pier and moorage would need to be closed and reconstructed under any of the project's alternatives, we believe the relocation proposed by the Preferred Alternative is the best approach to minimize impacts and ensure that a fishing pier and moorage facility on the Mukilteo waterfront can remain available to the public as the project is implemented. It is our understanding, that the new location complements the overall project's efforts to restore public access along a larger section of the area's waterfront, and it will continue to be an important recreational amenity for the community. As such, this approach mitigates the 4(f) impacts noted in the removal of the existing terminal and POE fishing pier and day moorage once operations are transferred to the new terminal.

We are also supportive of the site plan modifications that allows for full buildout of the Port of Everett's Mount Baker Transfer Facility and Edgewater Beach recreational and parking amenities. We also encourage WSDOT to consider partnering with NOAA to combine the piers during your final design efforts.

We appreciate the efforts of FTA and WSF in making sure these recreational impacts were addressed early in the process.

Sincerely,

A handwritten signature in blue ink that reads "Joe Marine". The signature is fluid and cursive, with the first name "Joe" being more prominent.

Joe Marine

Mayor

(425) 263-8017

mayor@ci.mukilteo.wa.us



March 15, 2013

Ms. Nicole McIntosh, P.E.
Washington State Ferries
2901 3rd Ave., Suite 500
Seattle, WA 98121-1042

RE: Agreement on Replacement of Fishing Pier and Day Moorage
Relocation of Mukilteo Ferry Terminal as Proposed with the Preferred Alternative

Dear Nicole:

The Port of Everett ("Port") supports WSDOT's proposal to relocate the fishing pier and day moorage as part of the program to relocate the Mukilteo existing ferry terminal east to the former Mukilteo Tank Farm site.

Given that the existing pier and moorage would need to be closed and reconstructed under any of the project's alternatives, we believe the relocation proposed by the Preferred Alternative is the best approach to minimize impacts and ensure that a fishing pier and moorage facility on the Mukilteo waterfront can remain available to the public as the project is implemented. It is our understanding, that the new location complements the overall project's efforts to restore public access along a larger section of the area's waterfront, and it will continue to be a recreational amenity. As such, we believe this approach mitigates the 4(f) impacts noted in the removal of the existing terminal and the Port's fishing pier and day moorage once operations are transferred to the new terminal.

We appreciate your efforts in making sure these recreational impacts were addressed early in the process.

Very truly yours,

Les Reardanz
Chief Administrative Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 29, 2013

Dr. Willie R. Taylor, Director
Office of Environmental Policy and Compliance
United States Department of Interior
1849 C Street NW
Washington 20240 DC

Re: Section 4(f) Review of the Mukilteo Multimodal Project, Mukilteo, WA

Dear Dr. Taylor:

The Washington State Department of Transportation, Ferries Division (WSF) proposes to repair and expand or to replace its existing ferry terminal in Mukilteo, Washington. The Federal Transit Administration is the lead agency for the project's environmental review. Accordingly, we enclose for your office's review an electronic copy of the project's Section 4(f) Final Evaluation. The draft evaluation was circulated to the Department of Interior along with the project's draft Environmental Impact Statement (EIS) on January 29, 2012. The same disk includes the most recent administrative review draft of the Final EIS for your reviewer's reference.

FTA asks that you provide any comments on the Section 4(f) Evaluation within 60 days (by May 27, 2013).

Project summary. The project's Preferred Alternative is a new ferry terminal that will have improved connections to bus, rail, automobiles, bicyclists and pedestrians. Section 4(f) resources in the Preferred Alternative's footprint include one public fishing pier (with seasonal day moorage); a pre-contact archaeological site (a buried shell midden) evidencing Native American use of the area for perhaps 1,000 years; and a historic period archaeological site from the earliest European settlement of the town of Mukilteo. In addition, the project site is part of a larger area where representatives of the United States met with representatives of a number of Western Washington tribes to sign an important treaty in 1855. The Treaty of Point Elliott established reservations for these tribes, affected tribal claims to land, preserved the tribes' hunting, gathering and fishing rights in perpetuity, and promised to provide schools for the reservations.

FTA and WSF have negotiated a Memorandum of Agreement under Section 106 with the State Historic Preservation Officer, nine tribes, and several other interested parties. While the MOA is not yet executed, FTA and WSF have been working with the consulting parties since last August and plan to circulate the final draft this month. The ACHP has also participated in the MOA's development and FTA expects it to sign.

Summary of Section 4(f) evaluation. During project scoping in 2010, the project team assessed several alternative sites in Mukilteo and also took a hard look at moving the ferry terminal out of Mukilteo. Scoping results showed clearly that non-Mukilteo sites were neither feasible nor prudent. During project development, the team analyzed a variety of alternatives and configurations to avoid and

ESA CONSULTATION



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**Federal Transit
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

October 26, 2012

Mr. Steve Landino
Washington State Habitat Director
National Marine Fisheries Service
510 Desmond Drive SE, Suite 103
Lacey, Washington 98503

**Re: Washington State Ferries Mukilteo Multimodal Project
ESA Formal Consultation and Biological Assessment**

Dear Mr. Landino:

The Washington State Department of Transportation Ferries Division (WSF), in cooperation with the Federal Transit Administration (FTA), proposes to move the Mukilteo Ferry Terminal from its current location to the former U.S. Department of Defense Fuel Supply Point facility, known as the Tank Farm property. The project is necessary to address safety and operational concerns at the terminal. WSF and FTA released a Draft Environmental Impact Statement (EIS) in January 2012 and are now preparing a Final EIS.

In the Preferred Alternative, the project would construct a new trestle and terminal building on the Tank Farm property. A large pier offshore from the proposed site would be removed and a navigation channel dredged through sediments under the pier. The existing terminal and fishing pier would also be removed. The fishing pier would be relocated to a site just west of the proposed terminal. First Street would be realigned and extended from SR525 to the new ferry terminal. Project construction is scheduled to begin in July 2015 and would take about two years.

As the lead federal agency, FTA requests formal consultation with the U.S. Fish and Wildlife Service under Section 7(a)(2) of the Endangered Species Act (ESA). The enclosed biological assessment (BA) was prepared on our behalf by WSF for listed species as required under Section 7(c). The BA makes the following effect determinations for the project:

May affect, likely to adversely affect southern resident (SR) killer whale distinct population segment (DPS);

May affect, likely to adversely affect SR killer whale DPS critical habitat;

May affect, likely to adversely affect humpback whale;

May affect, likely to adversely affect Steller sea lion;

May affect, likely to adversely affect Puget Sound Chinook salmon evolutionarily significant unit (ESU);

May affect, likely to adversely affect Puget Sound Chinook salmon ESU critical habitat;

May affect, likely to adversely affect Puget Sound DPS steelhead;

May affect, not likely to adversely affect Georgia Basin/Puget Sound DPS bocaccio rockfish;

May affect, not likely to adversely affect Georgia Basin/Puget Sound DPS canary rockfish;

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May affect, not likely to adversely affect Georgia Basin/Puget Sound DPS yelloweye rockfish;
May affect, not likely to adversely affect southern DPS eulachon; and
May affect, not likely to adversely affect southern DPS North American green sturgeon.

FTA is requesting formal consultation consistent with 51 CFR 402.14(c) on SR killer whale and SR killer whale critical habitat, humpback whale, Steller sea lion, Puget Sound Chinook salmon, Puget Sound Chinook salmon critical habitat, and Puget Sound steelhead; and informal consultation on bocaccio rockfish, canary rockfish, yelloweye rockfish, eulachon, and green sturgeon. FTA believes this BA provides NMFS with the best scientific and commercial data available concerning the impact of the proposed project on listed and proposed species and designated critical habitats.

FTA understands that formal consultation will be initiated by your receipt of this formal consultation request and will conclude within 90 days of that date. In accordance with 50 CFR 402.12(j), we look forward to receiving a letter from you in 30 days concurring with our effect determinations. If no letter is received, we will assume that you concur with the effect determinations.

Additionally, assuming your concurrence in our determinations, we understand that USFWS will prepare a Biological Opinion within 45 days of the end of the consultation period. We would like to review the draft Biological Opinion, incidental take statement, terms and conditions, and reasonable and prudent measures before the finalization of the Biological Opinion.

The BA also includes an analysis of potential effects to Essential Fish Habitat, as required by the Magnuson Stevens Act.

We understand that this completes our Section 7 responsibilities for the time being. We will continue to remain aware of any change in status of these species and will be prepared to re-evaluate potential project impacts if necessary. We will also proceed with our consultation responsibilities under the Marine Mammal Protection Act.

If you require additional information or have questions about this project, please contact FTA Environmental Protection Specialist Dan Drais at (206) 220-465 or Daniel.Drais@dot.gov.

Sincerely,



R.F. Krochalis
Regional Administrator

Enclosure: Biological Assessment for the Mukilteo Multimodal Project

cc: Paul Krueger, WSDOT Environmental Manager



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

October 26, 2012

Mr. Ken Berg
U.S. Fish and Wildlife Service
510 Desmond Drive SE, Suite 102
Lacey, Washington 98503-1273

**Re: Washington State Ferries Mukilteo Multimodal Project
ESA Formal Consultation and Biological Assessment**

Dear Mr. Berg:

The Washington State Department of Transportation Ferries Division (WSF), in cooperation with the Federal Transit Administration (FTA), proposes to move the Mukilteo Ferry Terminal from its current location to the former U.S. Department of Defense Fuel Supply Point facility, known as the Tank Farm property. The project is necessary to address safety and operational concerns at the terminal. WSF and FTA released a Draft Environmental Impact Statement (EIS) in January 2012 and are now preparing a Final EIS.

In the Preferred Alternative, the project would construct a new trestle and terminal building on the Tank Farm property. A large pier offshore from the proposed site would be removed and a navigation channel dredged through sediments under the pier. The existing terminal and fishing pier would also be removed. The fishing pier would be relocated to a site just west of the proposed terminal. First Street would be realigned and extended from SR525 to the new ferry terminal. Project construction is scheduled to begin in July 2015 and would take about two years.

As the lead federal agency, FTA requests formal consultation with the U.S. Fish and Wildlife Service under Section 7(a)(2) of the Endangered Species Act (ESA). The enclosed biological assessment (BA) was prepared on our behalf by WSF for listed species as required under Section 7(c). The BA makes the following effect determinations for the project:

May affect, likely to adversely affect Coastal-Puget Sound DPS bull trout;

May affect, likely to adversely affect Coastal-Puget Sound DPS bull trout critical habitat; and

May affect, not likely to adversely affect marbled murrelet.

FTA is requesting formal consultation under 50 CFR 402.14(c). FTA believes this BA provides USFWS with the best scientific and commercial data available concerning the impact of the proposed project on listed and proposed species and designated critical habitats.

FTA understands that formal consultation will be initiated by your receipt of this formal consultation request and will conclude within 90 days of that date. In accordance with 50 CFR 402.12(j), we look

October 26, 2012

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forward to receiving a letter from you in 30 days concurring with our effect determinations. If no letter is received, we will assume that you concur with the effect determinations.

Additionally, assuming your concurrence in our determinations, we understand that USFWS will prepare a Biological Opinion within 45 days of the end of the consultation period. We would like to review the draft Biological Opinion, incidental take statement, terms and conditions, and reasonable and prudent measures before the finalization of the Biological Opinion.

We understand that this completes our Section 7 responsibilities for the time being. We will continue to remain aware of any change in status of these species and will be prepared to re-evaluate potential project impacts if necessary.

If you require additional information or have questions about this project, please contact FTA Environmental Protection Specialist Dan Drais at (206) 220-465 or Daniel.Drais@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "R.F. Krochalis".

R.F. Krochalis
Regional Administrator

Enclosure: Biological Assessment for the Mukilteo Multimodal Project

cc: Paul Krueger, WSDOT Environmental Manager



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Washington Fish and Wildlife Office
510 Desmond Dr. SE, Suite 102
Lacey, Washington 98503



VScan
EnvLog
b5

In Reply Refer To:
13410-2007-F-0280

DEC 19 2012

Mr. R.F. Krochalis
Regional Administrator
Federal Transit Administration
Jackson Federal Building
915 Second Ave, Suite 3142
Seattle, Washington 98174

Dear Mr. Krochalis:

On October 30, 2012, we received your Reference Biological Assessment Form (BA) and request for formal consultation, for the Mukilteo Multimodal Project, located in Snohomish County, Washington. On November 28, 2012, we received additional information addressing our review comments for the BA. On this same day, we requested clarification from Washington State Department of Transportation (WSDOT) regarding the duration of impact hammering for installation of individual piles. We received this clarification via email on December 4, 2012.

We have reviewed the BA and supporting documentation. The submittal provides information in support of "may affect, likely to adversely affect" determinations for the bull trout (*Salvelinus confluentus*) and designated bull trout critical habitat. The information provided also supports a "may affect, not likely to adversely affect," determination for marbled murrelet (*Brachyramphus marmoratus*). The Federal Transit Administration and WSDOT also determined the project would have "no effect" on several other species and designated critical habitat. There is no requirement for the U.S. Fish and Wildlife Service (Service) to concur on "no effect" determinations. Your determinations that the project will have no effect on these species and critical habitat rest with the action agency.

We concur with your "may affect, likely to adversely affect" determinations for the bull trout and designated bull trout critical habitat. All the information required to initiate formal consultation has been provided. Should additional information be requested during the course of the consultation, please refer to Reference No. 13410-2007-F-0280 with future correspondence on this consultation.

DEC 26 2012 AM 11:43

The Service is allowed up to 90 calendar days to conclude formal consultation and an additional 45 calendar days to prepare a Biological Opinion, unless an extension is mutually agreed upon. However, should the project design be changed or new information is provided during this 135-day time period, the Service may suspend formal consultation until the new information is evaluated. As of now, we expect to provide you with a signed Biological Opinion no later than April 15, 2013.

As a reminder, the Endangered Species Act requires that after initiation of formal consultation, the Federal action agency may not make any irreversible commitment of resources that limits future options. This practice insures agency actions do not preclude the formulation or implementation of reasonable and prudent alternatives that avoid jeopardizing the continued existence of endangered or threatened species, or destroying or adversely modifying their critical habitats.

If you have any questions about this letter or our joint responsibilities under the Endangered Species Act of 1973 (as amended), please contact Julie Hampden at (206) 755-8397 or Emily Teachout at (360) 753-9583 of this office.

Sincerely,



Ken S. Berg, Manager
Washington Fish and Wildlife Office

Enclosure(s)

cc:

FTA, Seattle, WA (D. Drais)
WSDOT, Seattle, WA (P. Krueger)
NMFS, Seattle, WA (M. Grady)